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HONG KONG, THURSDAY, MARCH 6, 1930.

PRICE \$3.00 Per Month.

WORKERS OF THE WORLD TO FIGHT HUNGER POLICE READY FOR ANGRY SCENES

Athens, Yesterday.
Communist agents have distributed manifestos inviting workmen to assemble in the Town Hall tomorrow (International Unemployed Day) to demand higher wages, and to endeavour to establish a Labour Government.

Berlin, Yesterday.
The whole of the police force has been mobilised to deal with possible disturbances to-morrow—the international fighting day against unemployment and hunger. "The Rote Fahne" publishes a proclamation of Communist executives in Russia, Germany and Great Britain, summoning the workers to demonstrate.

Invitation To Archbishop
Stockholm, Yesterday.
A remarkable feature of the Communist demonstrations to-morrow is that the anti-Moscow section has invited the Archbishop of Upsala to attend the meeting and discuss the anti-religious policy of the Soviets. The police have authorised three open air meetings for Moscow Communists, but have prohibited demonstrations in the street.

Meetings Banned
Paris, Yesterday.
M. Tardieu has instructed the police to ensure peace at to-morrow's communist demonstrations. Street meetings have been banned and taxi-drivers may forfeit their licences if they carry out their threat to strike.

New York, Yesterday.
Governor Whelan has warned women and children to avoid a communist demonstration. He will himself take charge of the police arrangements.

Demonstrations in America
Commissioner Whelan, head of the New York Police, has instructed the Police to carry out a policy of "free speech but no riots" as regards the Communists, who have announced their intention of organising a series of unemployment demonstrations, beginning to-morrow, and culminating in a mass convention at Chicago, to deal with the question of permanent organisation.

The Russian Socialist, Raphael Abramovitch, says the demonstrations in the United States and elsewhere in the world are planned by Stalin, "to bolster up the fallen prestige of communism" outside Russia.—Reuter's American Service.

THREE MILLION OUT OF WORK

SERIOUS POSITION IN THE UNITED STATES

PRESIDENT'S SCHEMES

Washington, Yesterday.
The White House denies reports that President Hoover is calling an unemployment conference. It is stated that every department of the Government is doing its utmost to speed up construction and relieve unemployment. It is felt that Congress is largely blame-worthy if the 3,000,000 unemployed remain jobless.

It transpires that President Hoover agrees with the statement of Mr. Davis, Secretary of Labour, that the delay in passing the tariff legislation is more responsible for the creation of unemployment than any other factor, while the House of Representatives have taken no action in regard to public building schemes which President Hoover expects will provide employment for many of the workless.—Reuter's American Service.

PRICE OF TIN FALLS

Rugby, Yesterday.
The price of tin to-day fell to \$162.16-3 per ton, which is the lowest price since September, 1929. The increase in visible supplies of the metal recorded at the LME in February and the continuation of production in response to the continued decline in prices of tin in the Far East.

ANNUAL FLOWER SHOW

BOWER OF BEAUTY IN CITY HALL SOME FINE EXHIBITS

The City Hall was transformed into a veritable bower of beauty this morning when entries in the floral classes at the Horticultural Society's annual Show began to arrive.

Entries were most gratifying, especially in the classes for plants in pots, and almost all the ground space was taken up. There were in all 145 classes, covering a wide variety of plants, flowers, and vegetables, and including nine special classes for general exhibits, open to all.

Besides this, Mr. Ho Kom-tong had a striking exhibit—not for competition—of flowers and vegetables grown by him from seeds supplied by Yates and Co., of Sydney. The exhibit was most artistically arranged, and called forth much admiration.

The classes in the Open Section, for carnations and sweet peas drew a heavy entry, some of the blooms being of a very high standard.

Early Winners
In the General Exhibits Section there were some outstanding entries in the Class devoted to one vase of cut flowers, to be judged for decorative effect. Mr. L. J. Davies had a fine exhibit of Phlox Drummondii, in the Peak Pot Plants Section, which took first prize in Class 51, and was much admired. Indeed, considering the vagaries of the weather recently, the exhibits reached a high standard.

Major-General Sandilands took first prize in Section 1, Class 5, for three pots of annuals or plants raised from seed the same season. Mrs. Ho Kom-tong being a close second.

Mr. Taggart, Major-General Sandilands, Mrs. Ho Kom-tong, and Mr. L. J. Davies were amongst the earlier prize-winners, whilst Mrs. Ho Fook carried off the Challenge Cup for Section 1 with a fine exhibit of Stocks. In Section 4, Vegetables, Peak Gardens only, Mr. L. J. Davies took the Challenge cup with his exhibit of Leeks in Class 102. He also had a fine exhibit in the class for a collection of vegetables, which took first, Mr. R. M. Dyer being second. Mr. Davies took no less than eight firsts and four seconds in this section alone, besides his successes in the others.

Lady Ho Tung took the Challenge Cup in Section 3, Vegetables—Open; and the Cup for Cut Flowers—Open, went to Mr. C. Polta, who showed some exquisite carnations. There was no award made this year in the Cut Flowers (Peak Section).

Mr. R. E. Macdougall took the Challenge Cup in Section 2. The first prize for one vase of Cut Flowers in the General Exhibits Section went to an exhibit by Mrs. A. C. Hynes, and that for a basket of Cut Flowers for children under 10 years, set up by the exhibitor without aid, to Margaret E. Hoare, aged seven years.

The staging of the Show at the City Hall met with general approval, the arrangements made being in every sense efficient.

The Officials
Officials of the Society, who assisted in the organisation of the Show, were Mrs. R. M. Dyer (President), Mrs. R. E. Hoare, Lieut.-Colonel T. A. Robertson, Messrs. J. T. Bagram, J. P. Robinson, H. Green (of the Botanical Department), H. B. L. Dowbiggin, F. W. Stapleton, Ho Kom-tong and Ho Leung, together with Messrs. J. A. H. Plummer, and A. T. (Joint Secretaries).

Mrs. Southorn is to distribute the awards at 5.30 p.m. The Championship Cups had not been adjudged up to the time of going to Press.

Judges for the exhibits were Mrs. Hoare, Mrs. Danby, Lieut.-Colonel T. A. Robertson, and Messrs. H. B. L. Dowbiggin, J. P. Robinson, and H. Green.

CHINESE IN MALAYA

SIR C. CLEMENTI AND KUOMINTANG ACTION QUERIED

DISCUSSION IN HOUSE OF COMMONS

London, Yesterday.
In the House of Commons to-day Commander Kenworthy (Lab.) asked why the Kuomintang had been proscribed in British territories in Malaya, seeing that His Majesty's Government, in their diplomatic relationship with the Government of China, supported the Kuomintang in China, and whether other, non-British residents of Malaya would be prevented from engaging in political activities connected with the parties in their own countries.

Dr. Drummond Shiels replied that the Kuomintang had not been accorded registration or other recognition as a lawful society in Malaya, but it had not been found necessary to take active steps for its suppression. The Secretary of State, was telegraphically corresponding with the Governor, Sir Cecil Clementi, in regard to his reasons recently for taking such steps.

Commander Kenworthy pointed out that the 800,000 Chinese citizens in Malaya were the most valuable section of the community. Dr. Shiels replied: "that is recognised."—Reuter.

PRINCE OF WALES NOW QUITE FIT

CONCERNED FOR REPUTATION OF KENYA

HUNTING TRIP RESUMED

Rugby, Yesterday.
Messages from Nairobi, Kenya, state that it is understood that no further bulletins regarding the Prince of Wales will be issued. It is anticipated that he will be completely fit again in a few days. His rapid recovery indicates the mildness of the attack of malaria, and he has decided to carry on with his plans. The Prince himself and all East Africans are concerned for the reputation of Kenya, which may have suffered through the reports of his illness. The high lands of Kenya form one of the healthiest and most promising parts of the Empire in Africa.

The Prince expects to leave for Uganda on Sunday. He will travel by a special train to Tororo and thence by motor car to Entebbe. After a day's stay at Government House there, he will on Wednesday motor to Butaba, on Lake Albert, where he will board the lake steamer. The steamer will be used as a base for hunting around the lake. It is expected that the Prince will reach Khartoum on the homeward journey towards the middle of April.—British Wireless Service.

COMPOSING WORLD'S QUARRELS

PACIFIC REGULATION OF DISPUTES APPROVED

HOLLAND AND BORNEO

The Hague, Yesterday.
The Second Chamber to-day passed a Bill for the adhesion of the Netherlands to sections one and four of the General Act in regard to the Pacific regulation of international disputes, as established by the ninth Assembly of the League on September 9, 1923, and also the Bill approving the British and Dutch treaty concluded at The Hague on February 28, 1928, defining the part of the frontier between Dutch Borneo and Sarawak.—Reuter.

Mr. William Morris, the British ambassador at The Hague, said that the Dutch government had been most anxious to secure the adhesion of the Netherlands to the League of Nations, and that the Bill passed to-day was a most important step in that direction.

CASE SETTLED IN COMMOTION

AMUSING INCIDENT IN SUMMARY COURT CORK WOOD DEAL

A funny incident occurred during the sitting of the Summary Court this morning. Mr. G. S. Hugh Jones and Mr. R. A. Wadson were engaged in a case between the Yee Woo Shun Kee firm and Messrs. P. M. Pinquet & Co. His Honour the Puisne Judge (Mr. Justice J. R. Wood) sent his clerk out to enquire if the solicitors were prepared to go on with the case and, on receiving a reply in the affirmative, His Honour came on the Bench.

Mr. Wadson, who appeared for the plaintiff firm, began to outline his case, and when he was about half way through a commotion was heard in the corridor.

A Novel Settlement
His Honour sent his clerk out to stop the noise, when the plaintiff came

STOP PRESS

London, Yesterday.
The death has occurred of Viscount Gladstone.

Mrs. Pearl Demaret, a typist attached to the American Naval delegation, fell from a window of the Mayfair Hotel early this morning. She was removed to hospital, where she is in a critical condition. She is 39 years of age.—Reuter.

Washington, Yesterday.
President Hoover has asked Congress to grant \$150,000 to meet the expenses of the Naval Delegation in London, in addition to the \$200,000 originally voted.—Reuter's American Service.

dashing in and told Mr. Wadson that the case had just been settled.

Addressing his Honour, Mr. Wadson laughingly said that the commotion which the Court had just heard had settled the case, and with his Honour's permission they would like to withdraw.

His Honour laughingly replied that that was a good way of settling a case. **Excessive Weight**
Mr. Wadson then vouchsafed the information that the defendant firm had agreed to pay \$100 to the plaintiff firm in settlement and that both parties were to pay their own costs.

The plaintiffs' claim against Messrs. Pinquet & Co. was for the refund of \$465.78, representing money paid under protest to the defendants for the excessive weight of cork wood purchased from the defendants under a contract dated August 9, 1929. The quantity contracted for was five tons at 17½ cents per pound.

DRIZZLE

To-day's weather report from the Royal Observatory states: The anti-cyclone has strengthened and is central over South Manchuria. The position of the depression is uncertain. Fresh to strong monsoon prevails along the south eastern coast of China and over the north China Sea.

Forecast:—North winds; fresh; overcast with drizzle at first, improving later.

RAINFALL

Rainfall to 10 a.m. to-day, 0.74 inch. Rainfall since January 1, 4.65 inches, against an average of 3.47 inches. **Temperature and Humidity**
The temperature and humidity at certain specified centres this morning at 6 o'clock were:

Hong Kong . . . 53 82
Macao . . . 48 89
Pratas Island . . . 70 91
Manila . . . 66 88
Amoy . . . 62 93
Swatow . . . 60 93
Chefoo . . . 23 88
Shanghai . . . 43 97

EVADED DUTY ON WINE

Detective-Sergeant Foynt, at the Kowloon Magistrate's Court this morning, produced before Mr. Justice Smith, a Chinese cook of the S.S. Kwai Sang, who was charged with not paying duty on 45 bottles.

The defendant claimed that the bottles were his, but not the wine and four jars of Chinese wine.

LADY SIMON REBUKED

NO CHILD SLAVERY IN CEYLON ONLY ADOPTION

COLONIAL OFFICE TO ENQUIRE

London, Yesterday.
In the House of Lords to-day Lord Templeton asked what steps the Government were taking to stop the alleged child slavery in Ceylon.

Lord Passfield replied that there was no foundation for the suggestion that any system of child slavery existed in Ceylon.

Used as Servants
Lord Passfield added that the traditional practice of well-to-do Cingalese of adopting poor children was formerly unobjectionable, but latterly it had been used as a means of obtaining domestic servants gratis.

The Ceylon Government were spontaneously introducing a Bill of Legislation with a view to stopping the abuses, and a Child Protection Society has recently been formed in Colombo.

Lord Passfield added that no abuses were found to exist on plantations. The Colonial Office intended to watch the matter. Replying to Lord Olivier, Lord Passfield promised to enquire whether a similar system existed in other colonies.—Reuter.

STORM HORRORS OF FRENCH FLOODS

CEMETERIES SCOOPED OUT AND BODIES SWEEP AWAY

APPALLING DESOLATION

Toulouse, Yesterday.
Seventy coffins have been ordered by the Prefect of Tarnet Garonne, in the grim circumstance, of the floods subsiding and the waters revealing the appalling desolation of ruined houses, compelling people to return to improvised shelters. The Town of Villemur is one mass of heaped masonry, and the Town of Reymes is almost totally destroyed. Fourteen dead's were caused by the torrents which descended on the Carcassonne area and scooped out cemeteries and carried the coffins down the river.—Reuter.

Vote from Parliament

Paris, Yesterday.
The Council of Ministers has decided to ask Parliament to vote thirty million francs for the relief of sufferers from the floods. A moratorium for debts will immediately be established in the devastated departments.—Reuter.

300 Perished Feared

Toulouse, Later.
It is now feared that at least 300 have perished in the floods. Over 1,000 buildings have collapsed and scores of bodies are buried in the ruins, one hundred and fifty people were killed in Montauban alone. Rescue parties, aided by aeroplanes are working heroically to save the marooned victims.—Reuter.

A HEALTHIER CHINA NEEDED

LEAGUE APPEALS FOR HER CO-OPERATION

SANITATION OF PORTS

Geneva, Yesterday.
The Health Committee of the League discussed the question of collaboration between the Chinese Government and the Health Organisation of the League. The Directorate of Health section submitted the results of a three-months' mission in China to the end of 1929, and a request to the Chinese Government to investigate the sanitation of ports, maritime and quarantine.

Dr. Woo Kai-sen returned thanks on behalf of the Chinese Minister of Health, regretting his inability to participate in the session of the Committee.

The Committee appointed a sub-committee to examine the proposals of the Chinese Government with a view to collaboration with the health organisation of the League.—Reuter.

GENERAL CHARITIES ORGANISATION

EXPENDITURE EXCEEDED INCOME IN 1929 ANNUAL MEETING

The annual meeting of the General Charities Organisation was held in the office of Mr. T. H. King at Police Headquarters, at noon to-day.

Those present were Mr. T. H. King (Chairman), Mrs. McCormack (Hong Kong Benevolent Society), Capt. T. T. Laurensen (E.A.S.M.A.), Mr. J. M. Noronha and Mr. Robert Chao (Society of St. Vincent de Paul), and Mr. C. E. H. Beavis.

On the proposal of the Chairman the Hon. Secretary and Hon. Treasurer's reports, as given below, were taken as read.

Hon. Secretary's Report
The records on the working of the General Charities Organisation for the year 1929 show that sixty cases have been dealt with, an increase of ten over the previous year.

The following is a summary of the cases, and the attached list explains how they were dealt with:—viz.

- 3 Cases (Europeans) sent out of the Colony by Government assistance.
- 6 Cases (Europeans) by British Legion, E.A.S.M.A., Society of St. George.
- 18 Cases dealt with by Benevolent Society.
- 3 Cases dealt with by St. Vincent de Paul.
- 8 Cases (Indians and Malays) repatriated by Police Department.
- 1 Case shipped by American Consul.
- 1 Case sent away by Spanish Consul.
- 1 Case found employment with Telephone Co.
- 1 Case (European) sent home by St. Andrew's Society.
- 9 Cases assisted with Board and Lodging by G.C.O.
- 1 Case (European family) sent home by Benevolent Society and Masonic Fraternity.
- 7 Cases Unable to assist, considered underserving.
- 2 Cases applied for relief, and did not return.

Total 60.
From the Hon. Treasurer's report it will be seen that the financial assistance rendered from the G.C.O. funds was \$302.80 in excess of the previous year, although the income from subscriptions was considerably less.

The E.A.S.M.A. were unfortunately unable to make their annual subscription, but came forward and assisted in several cases when asked to do so.

Two British families were assisted home to Britain, and various other British subjects to various parts of the Empire.

Quite a number of Malays and Indians applied for assistance, but as this was not considered in the province of the Societies they were referred to the Police Department for repatriation.

Hon. Treasurer's Report

Dealing with the income, this was short of 1928 by \$300 due to the fact that the Women's Guild and M.C.L. were only able to contribute \$250, in place of \$500 for 1928, the Benevolent Society reduced their donation by \$50, and the E.A.S.M.A. discontinued their donation of \$100. On the other hand, both the Society of St. Vincent de Paul and the Jewish Benevolent Society paid their full contribution to \$100 each—the result for the year being a net decrease of \$300 under the heading of contributions received. Bank interest produced \$17.67 or \$4.43 less than the previous year. The total income was, therefore, \$1,217.67, which was \$304.43 less than last year.

Turning to the expenditure, assistance rendered amounted for \$618.50, which was \$602.80 more than the previous year. The stenographer's salary was also up by \$75, and petty expenses increased by \$17.60. On the whole, therefore, whilst 1929 showed a surplus of \$575.15, 1929 produced a deficit of \$324.83, and the Hon. Treasurer was able to meet this out of accumulated surpluses of previous years lying in the bank at \$856.16, so that at the close of 1929 the reduced surplus account in the bank amounted to \$531.23.

A Lucky Surplus

Referring to the balance sheet, Mr. King pointed out that expenditure exceeded income by \$300. This, he said, was due to two causes. First, one of the contributing societies had had to reduce its contribution, and another was unable to send anything. Fortunately the G.C.O. had a surplus in hand with which they were able to wipe out the excess in expenditure and still have a balance in hand.

The second cause of the excess of expenditure was increased grants in cases which had been reported to the Hon. Secretary. In this connection Mr. King emphasised that the G.C.O. was not an organisation for the granting of assistance, but for the purpose of giving confidential reports to individuals about cases applying for relief, and thus protect the com-

STUDENTS' STRIKE

PARENTS JOIN THE RIOTERS "REDS" DROP OUT

AUTHORITIES KNOW NOT WHAT TO DO

Manila, Yesterday.
Police school officials and the Philippine Islands authorities were unable to check the strangest school rebellion ever recorded yesterday, when the parents of 6,300 High School pupils on strike joined their sons and daughters and members of the City Council in deciding to appeal to Governor General Davis and Senator Manuel Quezon, Senate President, to grant their demands.

They are asking for the dismissal of Senator Alejandro Albert, acting Secretary of Public Instruction, and Mr. Luther Bewley, Director of Education and one High School principal, and the reinstatement of four expelled student strikers. Nineteen students have been arrested so far on charges ranging from disturbing the peace to resisting arrest and carrying concealed weapons.

Another student was knifed, though not seriously, and one young girl was maltreated in front of the High School, where she was attempting to attend the classes. She was kissed, hugged and slapped and several of the other students were bruised in the general melee with the police in front of West High School.

The Communists have dropped out of public sight. Apparently they are frightened of publicity in the newspapers, which largely give details of their propaganda activities. The authorities are silent, but are seeking means to stem the disgraceful tide of juvenile sentiment.—Reuter.

NATIVE RIOTS IN CAPETOWN

ATTEMPT TO FORCE ENTRY INTO THE ASSEMBLY

POLICE CHARGE RIOTERS

Capetown, Yesterday.
Several police and natives were injured in a conflict outside the House of Parliament on the occasion of a native demonstration in protest against the Riotous Assemblies Bill, introduced by Mr. Pirow, Minister of Justice, on the ground that drastic powers were necessary, owing to the great increase of Bolshevik propaganda among the natives.

A large crowd of the public gathered "to see the fun," and the natives attempted to force an entrance into the Assembly and interview General Hertzog. Mr. Justice Pirow received a volley of bottles, stones and pieces of wood, and the police charged with their batons. Police reinforcements then swarmed out from the basement of the Assembly and ended the affair.—Reuter.

WARRANT FOR BANK CLERK

A warrant has been issued for the arrest of a Chinese named Kwok Szek, alias Kwok Chung-luen, of 12, Arbutnot Road and employed as a clerk of the Sui Kap Bank, of 169, Queen's Road Central. The charge against him is that of "intent to defraud his creditors," contrary to the Bankruptcy Ordinance.

TERRIER BITES GIRL

A fox terrier belonging to Mr. W. A. Weight, of 456, The Peak, was yesterday removed to Kennedy Town for observation, after it had bitten Mrs. Weight's daughter. The girl was treated by Dr. Smalley at the Victoria Hospital, and the report of her injuries stated that there is no suspicion of rabies.

munty against the fraudulent and underserving beggar.

Mr. King then proposed the adoption of the reports and accounts.

Capt. Laurensen seconded, and the motion was carried.

Votes of thanks were passed to Capt. F. Baylis, Mr. Gubbay and Mr. T. A. Martin for their services.

The final business of the meeting was the unanimous election of Mr. C. E. H. Beavis as Vice-Chairman and acting Hon. Secretary.

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POSITION WANTED

ENGLISH GIRL sailing with her family in Macedonia on March 1 would like to get in touch with lady who needs help on voyage with children.—Apply Telephone Kowloon 1399.

FOR SALE

FOR SALE.—Armstrong-Siddeley Enton Special Saloon, Late 1928 Model, 20 h.p., 6-cylinder. In Excellent condition. Apply Box No. 640, c/o "China Mail."

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GODOWN TO LET.

A GODOWN at Whitfield Road consisting about 2,500 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong, Ltd.

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(Camb. Higher Local).
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Froebel Higher Certificate).

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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Cement, from Kobe.
Makarin, Seamen's Institute, from Shanghai.

R. V. JESSEN,
Superintendent.
Hong Kong, March 5, 1930.

PUBLIC AUCTIONS.**PUBLIC AUCTION.**

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 10th day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Regulatory No.	Locality	Boundary Measurements	Contents in Sq. ft.	Annual Rental	Upset Price
1	No. 3062	Adjoining Island Lot No. 3061, Wong Nei Chung	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
				As per sale plan, 3,500	20	18,125

**PUBLIC AUCTION.**

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 10th day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land near Prince Edward Road, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Regulatory No.	Locality	Boundary Measurements	Contents in Sq. ft.	Annual Rental	Upset Price
1	No. 310	Adjoining Island Lot No. 310, Kowloon	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
				As per sale plan, 7,500	52	3,750

**PUBLIC AUCTION.**

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 10th day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Regulatory No.	Locality	Boundary Measurements	Contents in Sq. ft.	Annual Rental	Upset Price
1	No. 310	Adjoining Island Lot No. 310, Shamshuipo	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
				As per sale plan, 5,000	34	7,500

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				As per sale plan, 5,000	34	7,500

NOTICES.**PUBLIC WORKS DEPARTMENT.**

NO. S. 81.—IT IS HEREBY NOTIFIED that SEALED TENDERS in Triplicate, which should be clearly marked "TENDER FOR QUARRY," will be received at the Colonial Secretary's Office until Noon of MONDAY, the 17th day of March, 1930, for the occupation for a period ending 31st December, 1931, from the date of notification of acceptance of tender, of any or either of the pieces or parcels of ground referred to in the schedule hereunder, shown coloured red on plan signed by the Director of Public Works and dated 21st February, 1930, but, subject to certain conditions which can be ascertained at the office of the Director of Public Works.

Each tender must be accompanied by a receipt to the effect that Tenderer has deposited in the Colonial Treasury a sum of \$100 in respect of any quarry as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the Tenderer refuses to carry out his tender and comply with the conditions, should the tender be accepted.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

SCHEDULE REFERRED TO ABOVE

Quarry No.	Locality	Approximate Area in Acres.	Upset Annual Fee.
Kowloon No. 12	Tai Kok Tsui	1.40	\$450
Kowloon No. 13	"	1.10	\$700
Kowloon No. 14	"	1.70	\$575

HAROLD T. CREASY,
Director of Public Works.

28th February, 1930.

LAMMERT BROS.

**AUCTIONEERS, APPRAISERS
AND SURVEYORS.**

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, March 7, 1930,

commencing at 10.30 a.m.,

at Sailors' Home (West Point).

A Quantity of

VALUABLE HOUSEHOLD

FURNITURE.

Comprising—

Iron Beds, Tables, Chairs, Side-

boards, Dressing Tables, Benches,

Pictures, Cooking Stove, etc.

also

A Quantity of Porcelain Wash

Basins, One Piano, One Hot

Water System,

and

One Billiard Table.

On View from Thursday, March

6, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, March 5, 1930.

THE Undersigned have received

instructions to sell by Public

Auction

ON

FRIDAY, March 7, 1930,

commencing at 2.30 p.m.,

at their Sales Room,

Duddell Street.

A Collection of Valuable

POSTAGE STAMPS

On View from Wednesday,

March 5, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, March 3, 1930.

YOU

ARE INVITED TO INSPECT OUR

STOCK OF

ASIATIC, FOREIGN AND

COLONIAL

POSTAGE STAMP

IN SETS, SINGLE PACKETS,

BAGS and in APPROVAL

SHEETS.

GRACA & CO.,

Dealers in Postage Stamps,

Philatelic Goods, Picture

Postcards, Toys, &c.

10, WYNDHAM STREET,

P.O. Box No. 620. HONG KONG.

TANG YUK, DENTIST

Successor to

the late SIEN TING,

14, D'ARAGUIA STREET.

TERMS VERY MODERATE

Consultation Free.

THE HONG KONG ELECTRIC

CO., LTD.

NOTICE IS HEREBY GIVEN

that the FORTY-FIRST OR-

DINARY GENERAL MEETING

will be held at the Company's

Offices, P. & O. Building, on

WEDNESDAY, 12th March, 1930,

at 11 a.m., for the purpose

of presenting the Report of the

Directors together with a State-

ment of Accounts to 31st December,

1929, and electing Directors and

Auditors.

The REGISTER of MEMBERS

of the Company will be CLOSED

from 28th February, 1930 to 12th

March, 1930, both days inclusive,

during which period no Transfer

of Shares can be registered.

By Order of the Board of

Directors,

GIBB, LIVINGSTON & CO., LTD.,

Agents.

Hong Kong, 19th Feb., 1930.

THE DAIRY FARM ICE & COLD

STORAGE COMPANY

LIMITED.

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN

that the THIRTY-FOURTH

ORDINARY YEARLY MEETING

of the SHAREHOLDERS in the

Company will be held at the Com-

pany's Town Office, 2, Lower Al-

bert Road, on FRIDAY, the 14th

March, 1930, at 11 a.m. for the

purpose of receiving the Report

of the Directors together with

Statement of Accounts for the

year ending 31st December, 1929,

declaring a Dividend and re-elect-

ing Directors and Auditors.

The TRANSFER BOOKS of the

Company will be CLOSED from

the 4th to the 14th March, 1930,

both days inclusive.

By Order of the Board of

Directors,

J. D. THOMSON,

Acting Secretary.

Hong Kong, 25th Feb., 1930.

GREEN ISLAND CEMENT

CO., LTD.

NOTICE IS HEREBY GIVEN

that the 41ST ORDINARY

ANNUAL MEETING of Share-

holders will be held at the offices

of the Company, St. George's

Building, Chater Road, Victoria,

Hong Kong, on WEDNESDAY, the

19th day of March, 1930, at Noon,

for the purpose of receiving a

Statement of Accounts and the

Report of the Directors for the

year ended 31st December, 1929.

The TRANSFER BOOKS of the

Company will be CLOSED from

SATURDAY, 8th March, 1930 to

WEDNESDAY, 19th March, 1930,

both days inclusive.

By Order of the Board of

Directors,

SHEWAN, TOMES & CO.,

General Managers.

Hong Kong, 20th Feb., 1930.

NOTICES.**HONG KONG JOCKEY CLUB.**

THE FIRST EXTRA RACE
MEETING will be held
(weather permitting) at Happy
Valley on SATURDAY, 8th March,
1930, commencing at 2 p.m.

The first bell will be rung at
1.30 p.m.

MEMBERS' ENCLOSURE

Members are notified that they
and their ladies must wear their
badges prominently displayed.

No one without a badge will be
admitted to the Members' Enclo-

sure.

Badges admitting non-members
to the Members' Enclosure and
Club Rooms at \$5 for Gentlemen
and \$2 for Ladies, are obtainable

through the Secretary upon in-

troduction by a member, such
member to be responsible for pay-

ment of all chits, &c.

Badges admitting to Members'
Enclosure will not be on sale at
the Race Course.

Members can obtain, upon ap-
plication to the Secretary, badges
(limited to two) for the free ad-

mission to the Members' Enclosure
of wives, lady relatives and
friends. Names must be stated
when applying.

On no pretext will children be
permitted in either Enclosure dur-

ing the Meeting.

PUBLIC ENCLOSURE
The price of admission to the
Public Enclosure is \$1 for all
persons including ladies, and is
payable at the Gate.

Soldiers and Sailors in uniform
are admitted half price.

Bookmakers, Tie Tac men, &c.
will not be permitted to operate
within the precincts of the Hong
Kong Jockey Club during the
Race Meeting.

LOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

Taking Cargo on through Bills of Lading to Fiume, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports. Taking Passengers to London Overland via Brindisi, Venice or Trieste

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
M.V. "ESQUILINO"	Mar. 7	Mar. 7
M.V. "COL DI LANA"	Mar. 20	Mar. 20
M.V. "ROMOLO"	Apr. 10	Apr. 10
S.S. "FIUME"	Mar. 19	Apr. 26
S.S. "VENEZIA"	Apr. 2	May 11

* Cargo steamers only.

All dates are subject to alteration without notice.
For Freight and Passages apply to—
Queen's Building, DODWELL & CO., LTD.,
Agents.
Tel. C. 1030.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$83 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Sunday, 9th March.
TAIYO MARU	Wednesday, 2nd April.
TENYO MARU	Friday, 11th March.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Friday, 11th March.
YOKOHAMA MARU	Friday, 11th March.
MISHIMA MARU	Friday, 11th March.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 8th March.
HARUNA MARU	Saturday, 22nd March.
KAMO MARU	Saturday, 22nd March.
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 28th March.
TANGO MARU	Wednesday, 28th March.
AKI MARU	Wednesday, 28th March.
BOMBAY via Singapore, Penang, & Colombo.	Monday, 11th March.
SADO MARU	Monday, 11th March.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Saturday, 6th April.
GINYO MARU	Saturday, 6th April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Monday, 10th March.
KAWACHI MARU	Monday, 10th March.
NEW YORK, BOSTON via Panama.	Friday, 14th March.
↑ TAKEYO MARU	Friday, 14th March.
↑ MAYEASHI MARU	Wednesday, 19th March.
LIVERPOOL via Port Said, Constantinople, Genoa.	Thursday, 20th March.
↑ LYONS MARU	Thursday, 20th March.
CALCUTTA via Singapore, Penang & Rangoon.	Sunday, 9th March.
↑ HAKODATE MARU	Sunday, 9th March.
SHANGHAI, KOBE & YOKOHAMA.	Wednesday, 12th March.
↑ RANGHAI MARU (Kobe direct)	Wednesday, 12th March.
↑ MATSUYE MARU	Wednesday, 12th March.
KASHIMA MARU	Monday, 17th March.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292, 3821 and 3897. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.	Tuesday, 18th March.
AMAZON MARU	Tuesday, 18th March.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Friday, 21st March.
LAPLATA MARU	Friday, 21st March.
BOMBAY—Via Singapore & Colombo.	Sunday, 9th March.
CELEBES MARU	Wednesday, 19th March.
MEIGEN MARU	Wednesday, 19th March.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI- BAR & MOMBASA—Via Singapore & Colombo.	Monday, 31st March.
CANADA MARU	Monday, 31st March.
CALCUTTA—Via Singapore, Penang & Rangoon.	Tuesday, 18th March.
SUMATRA MARU	Tuesday, 18th March.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	Sunday, 9th March.
ALABAMA MARU (from Shanghai)	Sunday, 9th March.
MELBOURNE—Via Manila, Brisbane & Sydney.	Thursday, 6th March.
SYDNEY MARU	Thursday, 6th March.
MADIAS MARU	Monday, 7th April.
HAIPHONG—Via Hanoi & Pakhoi.	Friday, 7th March, 10 a.m.
MENADO MARU	Friday, 7th March, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	Friday, 7th March, 10 a.m.
JAPAN PORTS.	Friday, 7th March, 10 a.m.
BORNEO MARU	Saturday, 8th March.
AMUR MARU	Thursday, 18th March.
KEELUNG—Via Swatow & Amoy.	Sunday, 9th March, Noon.
HOZAN MARU	Sunday, 18th March, Noon.
CANTON MARU	Sunday, 18th March, Noon.
TAKAO—Via Swatow & Amoy.	Thursday, 13th March, 10 a.m.
TAKAO & KEELUNG.	Friday, 14th March.
BOURABAYA MARU	Friday, 14th March.

For further particulars please apply to—OSAKA SHOSHN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

American Express Travelers Cheques

"Sky-blue" in colour, these Cheques give travellers the
fullest protection against the loss or theft of their travel
funds. They are spendable and acceptable everywhere.
For more than 36 years travellers the world over have
found personal service and financial security thru their use.

Issued in G\$10, G\$50, G\$100, G\$500, and
G\$1000 denominations—found in a small
handy wallet—and cost only 1/4 of 1 per cent.

Secure your steamship tickets, hotel reservations and
insurance—or plan your cruise or tour through—

THE AMERICAN EXPRESS CO., INC.
4 DES VOREUX ROAD CENTRAL,
HONG KONG



SHIPPING SECTION.

DEVELOPMENT OF THE CARGO LINER

RAPID ACTION AND TRANSPORT
NOW DEMANDED

THE MOTOR SHIP'S PART

The analysis of the development of the fast cargo liner brings to light a fact which has probably not been very clearly demonstrated before. The low fuel consumption of motor vessels of relatively high power, and the carriage of oil in double-bottom tanks were the chief factors in the increasing construction of cargo ships with a speed of over 14 knots; but it has, perhaps, not been understood that, prior to the beginning of this year, there were only about 70 such motor vessels in service whereas, during 1929, another 30 were added and at the present moment there are nearly 50 under construction.

This rapid growth in the employment of the fast motor cargo liner is a direct answer to those who have questioned whether the vessel of this class is really needed or is a profitable type of ship. It is quite clear that along certain routes higher speed is demanded and already it is evident that in some trades where the many 13-knot to 14-knot vessels have been employed the slower ship of 10 or 11 knots average speed is losing its power of competition and is rapidly becoming obsolete.

The situation is somewhat analogous to that which arose when the oil-engine vessel first made its appearance. At that time such ships were placed on trades which were wholly favourable to oil-engine propulsion, but gradually, as the idea of motor vessels spread, the routes on which they were employed became extended, until to-day practically every trade service is covered by the motor ship. Fast cargo liners are at present engaged on routes where they have particular advantages and where speed is of more importance than in the average service. But this conception of higher speed will gain ground until shippers on all routes will probably demand that their goods be transported to their port of destination more rapidly than has been the case in the past.

It is, after all, but a normal development of present-day life. In every sphere more rapid action and transportation are demanded and there is no reason why the sea should be immune from this necessity. Shippers may, perhaps, regret forces, to which they must submit. On some trades at the present time it would be utterly futile to place a 10-knot or 11-knot ship. Yet a few years ago these very routes were covered mainly by vessels of that type. Where the end will come not even the most experienced shipowner can suggest, but it seems clear that the slow speed steam or motor ship of the tramp class will become more and more restricted in its scope and the fast cargo liner will have an ever-widening field of activity. And in this development, judging by events of the past year, the motor ship will play a dominant part. Several owners have expressed the opinion that a ship with which an average speed of 14 knots can be maintained at sea in good weather represents all that will be demanded for many years to come; but in view of the recent and approaching construction of 15-knot to 16-knot ships it would not be safe to rely too much upon this view.—Motor Ship.

MOVEMENTS OF STEAMERS

The M.V. Esquilino sailed from Shanghai on March 4, and is due here on March 7.

The s.s. Flume sailed from Colombo on March 3, and is due here on March 19.

The s.s. Venezia sailed from Aden on March 2, and is expected here on April 2.

The P. & O. s.s. Kashmir left Shanghai for this port on March 4 at 3 p.m., and is due here on March 7 at about 6 a.m.

The C.P.S. R.M.S. Empress of Australia, R/W Cruise, arrived at Kobe on March 5 (Wed.) at 5:30 p.m., leaves Kobe on March 9 (Sun.) at 7 a.m., and is due at Yokohama on March 10 (Mon.) at 7 a.m.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s. "Irawaddy" are reminded to take delivery of their goods which will be subject to rent after March 7.

Consignees of cargo ex M.V. "Rhodolite" are reminded to take delivery of their goods which will be subject to rent after March 9.

Consignees of cargo ex s.s. "City of Khios" are reminded to take delivery of their goods which will be subject to rent after March 11.

CHEAP RAIL RATES TO BREMEN

DIVERTING TRAFFIC FROM
OTHER PORTS

BRITISH SHIPPING POSITION

In the House of Commons, recently, Mr. Womersley asked the President of the Board of Trade if he was aware that preferential railway rates were being given to goods from the Rhine Provinces to the port of Bremen by the German State Railways; that this was diverting a considerable amount of traffic from the ports of Rotterdam and Amsterdam, and was thereby detrimental to British-owned shipping which used the latter ports and debarked from using the port of Bremen; and whether, in view of the existing trade agreements between Great Britain and Germany, he would inquire into this matter with a view to making representations.

Mr. W. Graham, the President of the Board of Trade, in reply, said:—The German State Railways have for many years given, in respect of goods sent to German ports, preferential rates over goods sent to Dutch ports. I am advised that this practice is not contrary to Germany's existing treaty obligations, as British shipping can trade with Bremen as freely as with Rotterdam and Amsterdam, and a considerable amount of trade with Bremen is at present carried by British ships. I am not clear what detriment to British shipping the hon. member has in mind.

Mr. Womersley.—Is the President aware that an increased subsidy on goods carried on the State Railways has been made recently as against goods carried down the waterway of the Rhine, and that this is having a detrimental effect on the number of ports?

Mr. Graham.—I have no detailed information on that point, but even if the facts were as represented, I should still doubt whether I have any power to interfere. There is nothing in that inconsistent with treaty obligations.

PASSENGER LISTS

ARRIVING

Per s.s. "Taiyo Maru" from Los Angeles on March 4:—

Miss Genevieve Monsch, Mr. and Mrs. Frank A. Prince, Miss Nella Prince, Master Francis Prince, Mr. Ernest C. May, Mrs. M. M. May, Mr. L. G. Baldwin, Mr. W. F. de V. Skrine, Mr. and Mrs. K. R. Armstrong, Miss Betty Armstrong, Master K. R. Armstrong, Mrs. Roy Bayly, Miss Mildred Elliot, Mr. C. E. Hoffman, Mrs. B. C. Hoffman, Master E. H. Hoffman, Miss Ella Victory, Mr. and Mrs. J. Hillborn, Miss E. M. Thompson, Mr. C. D. Watson, Miss J. B. Wills, Mrs. Dorie Beck, Mr. Gaston Giraud, Mrs. M. P. de Boer, Miss M. L. de Boer, Miss B. J. de Boer, Mr. Alf. Welhaven, Mr. Lee Sun, Mr. E. G. Goldborough, Mrs. M. R. Cruz, Miss M. L. Cruz, Mr. A. Larena, Mrs. J. Larena, Mrs. M. M. Schillerstrom, Mr. T. A. Rivera, Mr. Young Blink, Mr. David de Tagle, Mr. M. Dimaano, Mr. M. Matsutani, Mr. Y. Katow, Mr. R. Meyer, Mrs. L. Eveleigh, Mr. H. M. Webb, Miss D. Quicheon, Mr. G. Pfannstiel, Mr. H. Keyserling, Mr. Sugikata Kire, Mr. Ia Gartenstein.

Per s.s. Sarpidon from United Kingdom via ports, March 5:—

Miss M. Bangay, S. Bourne, Miss I. S. Boyd, Miss J. C. Buchanan, C. C. Black, J. M. C. Basto, Dr. R. A. C. Basto, Mr. and Mrs. C. C. Campbell, Mrs. G. Davies and son, Miss N. Fletcher, Miss V. D. Grove, Miss H. Caudessant, Mr. and Mrs. P. S. Grant, Miss E. H. Grant, Mrs. E. Grimble, T. Low, Mr. and Mrs. W. A. Nowers, son and daughter; Mr. and Mrs. J. J. Paterson, Miss E. J. Paterson, Mr. and Mrs. D. J. Purves and daughters, Mrs. E. Palmer, Mr. and Mrs. Stewart and child, Dr. E. G. Waterhouse, and W. Hyde.

MOTOR BOAT SUNK

A collision in the harbour at 9 o'clock last night, resulted in the motor boat Channy 2 being sunk near the Naval Dockyard. She was struck and badly holed by a steam launch and sank within a few minutes. Prompt action on the part of a European Sergeant of the Dockyard Police resulted in the three members of the crew of the motor boat being rescued.

WARSHIPS IN PORT

British warships in port this morning were:—In Basin of R.N. Dockyard: Tamar, Bridgewater, Salisburgh, North Arm, Hyacin, Scarpia, West Wall, Patersfield, In Dock: Scarpia, Herald, Liqueur, No. 14, Bury, Stonecloud, Whampoa, Suffolk, Foreign men-of-war in port were: Japanese Light Cruiser, Uji, French Gunboat: Argus.

CONSIGNEES.

LOYD TRIESTINO NAV. CO.
NOTICE TO CONSIGNEES.

Motor Vessel,

"ROMOLO"

From Trieste, Venice, Brindisi, Port Said, Suez, Massaua, Aden, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8th March, 1930.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the vessel must be presented to the Underwriter on or before the 19th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 8th inst. at 10 a.m., by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hong Kong, 8th March, 1930.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LTD.

From MIDDLESBRO, LONDON AND STRAITS.

The Chartered Steamship,

"IRRAWADDY"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 21st inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 1st March, 1930.

LADIES' LIFE-BOAT GUILD

The Ladies' Life-Boat Guild, of which Princess Louise Duchess of Argyll is the patroness, and which unites in one body all women who work for the life-boat service, has added three distinguished names to its officers.

The Duchess of Northumberland, who is president of the Alnwick branch of the guild and patron of the Newcastle-on-Tyne branch, has accepted the guild's invitation to be one of its vice-patronesses.

The Marchioness of Londonderry, who is president of the Belfast branch, and Mrs. James MacNeill, the wife of the Governor-General of the Irish Free State, who is president of the Dublin branch, have become vice-presidents of the guild.

England, Scotland, Wales, the Irish Free State, and Northern Ireland are thus now all represented among the officers of the guild.

to EUROPE via CANADA
UNDER ONE MANAGEMENT

USE the Canadian Pacific Route to Europe and dispose of all the troublesome details that usually arise out of a 10,000 mile overseas journey.

When you travel Canadian Pacific there is only one transaction—the initial one between our agent and you. Your trip across the Pacific, across Canada, and across the Atlantic is made on Canadian Pacific ships and trains; your stopovers at Canadian Pacific hotels.

One ticket One service The utmost in speed and comfort.

CANADIAN PACIFIC

NEXT SAILINGS

TO MANILA

E/CANADA 5 P.M. Mar. 9th

E/RUSSIA 5 P.M. Mar. 31st

TO THE PACIFIC COAST

E/CANADAMar. 19th

E/RUSSIAApril 9th

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

MARCH SAILINGS

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trot.]

MARCH

SUN. 9th TUES. 25th

FRI. 14th SUN. 30th

WED. 19th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

MARCH

FRI. 7th SUN. 23rd

WED. 12th FRI. 28th

MON. 17th

For information apply to

KWONG WING CO., Ltd.

87, Connaught Road West,

Phone: Central 893.

RECONDITIONED U.S. LINER

The United States cabin liner

America, which sailed from

Southampton for New York re-

cently, will be completing her first

voyage subsequent to the exten-

sive reconditioning which was

effected during her annual over-

haul. The many alterations and

improvements which have been

made should greatly augment the

popularity of this vessel with the

travelling public.

The interior of the America has

undergone a considerable change.

Tourist third-class accommoda-

tion has been increased, the din-

ing-room enlarged and a smoking-

room added for the comfort of

voyagers in this class. In the cabin class each stateroom has been provided with hot and cold running water, a convenience not generally enjoyed aboard cabin class vessels. All four-berth rooms on A and B decks have been altered and equipped with two beds and a Pullman berth. The tourist third accommodation has been further increased by the assignment of some of the space on E deck formerly occupied by cabin class staterooms.

The tankers which Messrs. Palmers Shipbuilding and Iron Company are to build for the Anglo-American Oil Co., are to be of 12,300 tons each.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF HEREFORD" London, Rotterdam & Hamburg 9th March.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE AMERICAN & ORIENTAL LINE

S.S. "CLYDEBANK" 10th March.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" 10th April.

Loading for Mauritius, Reunion, Daigao Bay, Durban, East London, Alago Bay (Port Elizabeth),

Mosel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde,

Inhamitanga, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and

Madagascar.

For freight or passage on any of the above lines apply to—

Telephone Central 4791.

THE BANK LINE, LTD.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination
KASHMIR	8,985	1930 8th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,144	15th Mar.	Marseilles, London, Hull, Rotterdam & Antwerp.
*ALPINE	5,273	19th Mar.	Straits, Colombo & Bombay.
RAVALPINDI	16,619	25th Mar.	Bombay, Marseilles & London.
MALWA	10,980	12th Apr.	Bombay, Marseilles & London.
RAIPUTANA	16,668	26th Apr.	Bombay, Marseilles & London.
*BELTANA	—	3rd May	Marseilles & London.

* Cargo only. † Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	17th Mar.	Singapore, Penang & Calcutta.
TAKADA	9,649	28th Mar.	Singapore, Penang & Calcutta.
TALAMBA	8,018	30th Mar.	Singapore, Penang & Calcutta.
TALMA	10,000	11th Apr.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*TANDA	6,956	1930 4th Apr.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	2nd May	—
NELLORE	6,853	—	—

* Calls Iloilo, Port Holland & Cairns.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo,
Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in-
dicament offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the U.K. via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	11th Mar.	Moji, Kobe, Osaka & Yokohama.
MALWA	10,980	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	19th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	21st Mar.	Amoy, Moji, Kobe & Osaka.
*MIRZAPUR	6,715	23rd Mar.	Shanghai, Moji & Kobe.
RAIPUTANA	16,668	28th Mar.	Shanghai, Kobe & Yokohama.
SHIRALA	7,841	31st Mar.	Amoy, Moji, Kobe & Osaka.
*BELTANA	—	6th Apr.	Shanghai, Moji, Kobe & Yokohama.
KIVIER	9,114	8th Apr.	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,036	8th Apr.	Amoy, Moji, Kobe & Osaka.
NELLORE	6,853	8th Apr.	Moji, Kobe, Osaka & Yokohama.
KASHGAR	9,005	11th Apr.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	22nd Apr.	Amoy, Moji, Kobe & Osaka.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
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All Cables are fitted with Electric Fans free of charge.

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Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
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Hong Kong, April 1, 1930.

DESCRIPTION OF
H.M.S. RESOURCEDETAILS OF THE NEW FLEET
REPAIR SHIP

TORPEDO WORKSHOP

Mention has already been made
of the new Fleet repair ship,
H.M.S. Resource, recently com-
pleted at Barrow by Messrs. Vickers-
Armstrong, Ltd. The following addi-
tional details (from Engineering) tend
to emphasise some of the interesting
features of this unusual ship.

The hull is provided with a deep
double bottom, in which is carried
about 400 tons of oil fuel for fuelling
other vessels, in addition to the fuel
supply for the ship's own use. About
100 tons of lubricating oil, 200 tons of
distilled water, and 200 tons of feed
water can also be carried for the sup-
ply of other vessels. A filling system
has been installed, with three deck con-
nections on each side, which enable the
vessel to be fuelled at the rate of 600
tons per hour. The same system and
deck connections are used for trans-
ferring oil fuel to other vessels, and
similar systems are fitted for handling
lubricating oil, diesel oil, fresh water
and distilled water.

The store rooms are of sufficient
capacity to store the necessary pro-
visions for 100 days, a cold chamber of
about 2,800 cub. ft. capacity and a cool
chamber of about 1,500 cub. ft. capacity
being provided for carrying meat and
other perishable stores. The re-
frigerating plant for these chambers,
and also for the magazine, was supplied
by Messrs. J. and E. Hall, Ltd. Provi-
sion is also made for storing large
stacks of steel plates and sections, bul-
lets, blimps, crucibles, piping, metals,
timber, fittings, etc., required for re-
pair work in the vessel's own work-
shops or on ships alongside.

The officers are accommodated on the
main deck aft, in separate single-berth
cabins, a large ward room with an ad-
joining ante-room being provided.
Warrant officers have a separate mess-
room on the middle deck aft, while
petty officers, artisans and crew are
accommodated in separate messes on
the main and middle decks forward.
Separate galleys are provided for the
captain, officers, warrant officers and
crew. Special attention has been paid
to the lighting, heating and ventilation
of the vessel, to render her suitable
for prolonged service in either tropical
or cold climates. The living spaces are
ventilated by electric fans supplying
air to trunks fitted with punkah
louvers.

The weather decks are all completely
covered with double awnings and cur-
tains for use in tropical waters, and
provision has been made for about 600
men to sleep in hammocks on the weath-
er decks in hot weather. Hospital
accommodation, equipped with the
latest surgical and dental appliances,
is provided for the treatment of both
officers and men. A laundry, with a
complete outfit of washing and ironing
machines, etc., and ample drying-room
accommodation, is also provided.

Propelling Machinery

The propelling machinery consists of
two sets of Parsons steam turbines with
single-reduction gearing, each set com-
prising one high-pressure and one low-
pressure turbine working in series and
driving separate pinions which engage
with the gear wheel on the propeller
shaft. The high-pressure turbine is of
the impulse-reaction type, and the low-
pressure turbine of the reaction type;
an astern turbine, of the impulse-
reaction type, is incorporated in each of
the low-pressure turbine casings. The
total power developed is about 7,500
shaft horse-power.

Steam is supplied, at a pressure of
235 lb. per square inch, by four water-
tube boilers of the Yarrow three-drum
type, arranged for oil-burning only,
and working under the closed strokehold
system of forced draught. In addition
to the usual auxiliaries, which call for
no particular comment, electric gen-
erating sets with an aggregate capacity
of 2,300 kw., are installed for supply-
ing light and power for the ship's re-
quirements, and also for ships lying
alongside when necessary.

The installation includes three turbo-
generators, each of 500-kw. capacity,
constructed by Messrs. Metropolitan
Vickers Electrical Company, Ltd., and
two 400-kw. diesel-engine driven sets.
Three electrically-driven air compres-
sors are provided for general service,
with connections to each workshop.
They are used for testing tenders, and
cleaning boiler tubes and operating
pneumatic tools. Each set is capable
of compressing 600 cub. ft. of free air
per minute to 120 lb. per square inch.
In addition, there are two electrically-
driven air compressors, each capable of
supplying 25 cub. ft. to 20 cub. ft. of
air per hour, at a pressure of 3,600
lb. per square inch. Two steam-driven
hydraulic pumping sets are fitted for
operating various hydraulic machines
in the workshops; each set has a de-

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livery capacity of 45 gallons per minute
at a pressure of 1,600 lb. per square
inch. The distilling machinery installed
has an aggregate normal capacity of
200 tons per 24 hours, and is arranged
in three separate sets, each having
two evaporators. The steering gear,
which was constructed by Messrs. John
Hastie and Company, is of the right
and left-hand screw type, operated by
a steam engine controlled from the
bridge by telemotor gear supplied by
Messrs. Brown Brothers and Company,
Limited, Edinburgh. The telemotor
gear is in duplicate, and hand steering
wheels are fitted in the steering com-
partment for use in the event of a
breakdown of the engine.

Workshop Equipment

The most interesting portion of the
vessel is, however, the workshops,
which are fully equipped with machine
and other tools for all classes of
engineering work. The light machine
shop is provided with sensitive and
radial drilling machines, a power hack
saw, a centre machine, a vertical
drilling machine of the pillar type, a
slotting machine, a number of lathes of
from 8 in. to 24 in. centres, tool grinders,
a universal milling machine, a small
shaper, and a large horizontal drilling,
surfacing, boring and milling machine.
The heavy machine shop is equipped
with lathes of up to 24 in. centres, cap-
able of taking work up to 20 ft. in length
between centres.

Other tools in this shop are a vertical
boring and turning mill, a horizontal
drilling, surfacing and milling ma-
chine, a variety of drilling machines, a
planer, and a number of gear-cutting
machines. The latter include a planer
for spur and spiral gears, a combined
worm-gear planer, and a universal gear
cutter. All the above-mentioned tools
are motor-driven, and the heavier ma-
chines are served by a travelling crane;
a system of runways and travelling
blocks serves the lighter machines.

Adjoining the heavy-machine shop is
a foundry, fitted up with all the neces-
sary appliances for the production of
castings of moderate size. The equip-
ment includes one large and two small
cupolas, three crucible furnaces of the
tilting type, mould and core ovens, a
plate-moulding machine, foam-mixing
machine, sand-blast plant, pneumatic
sand sifter, pit-cutting machine, band
saw and testing machine. Aft of the
foundry is a copper-smith's shop, pro-
vided with the usual equipment for pipe
and plate work, and a grinding machine
shop fitted for grinding crankshafts,
cylinders, tools, etc.

The grinding shop is also used for
a variety of light repetition work, such
as the production of condenser ferrules.
Other shops which may be mentioned
are the electrical shop, welding and
cutting shop, plumbers' shop, in-
ternal-combustion engine shop, tool
room, pattern shop, instrument-repair
shop, wood-working shop, and heavy
and light plate shop, all of which are
well equipped with the necessary tools
and lifting appliances.

Lifting Gear

For embarking heavy loads, an elec-
tric crane has been fitted on the upper
deck forward. This crane is of the
hammer-head type, and has been ar-
ranged to serve the hatches to the
foundry and heavy machine shop. It
is capable of lifting a load of 25 tons
from a point 15 ft. clear of the ship's
side, to the hatches above referred to,
and has a vertical lift of 30 ft. above
the upper-deck level. It can also lift 15
tons to a point 30 ft. clear of the ship's
side, and is arranged to move the load
radially, as well as circumferentially,
separate motors, rotating with the
crane, being provided for each motion.

Two smaller electric cranes are fitted
on the side of the upper deck opposite
to that on which the heavy crane is
mounted, each crane being capable of
lifting a load of 3 tons at 120 feet
per minute, and of slinging at one re-
volution in 30 sec.; they can lift a
load 15 ft. clear of the ship's side, and
15 ft. above the upper-deck level. It
may be here mentioned that two em-
barking ports, or double doors, are pro-
vided on the starboard side of the
vessel, between the main and upper
decks, to enable material or work to be
passed directly into the workshops, in-
stead of being taken on deck.

On the after side of the main mast, a
heavy derrick is fitted for handling the
vessel's power driven boats. Electric

boat hoists, supplied and fitted by
Messrs. Harfield and Company, are ac-
commodated in a separate compartment
on the upper deck aft. These hoists
are capable of exerting a pull of 10
tons direct from the barrel, at a speed
of 160 ft. per minute. A two-ton davit
is fitted aft for lifting torpedoes on
board, and a one-ton davit is fitted on
each side forward for the shipment of
stores and ammunition. To serve these
davits, and for handling the boats on
the boat deck, two 2-ton electric winches
are fitted on the upper deck, and two on
the boat deck; a one-ton electric winch
is also fitted under the fore-castle deck
for shipping stores.

Another 2-ton electric winch is fitted
on the upper deck, forward, for pulling
the boat trolleys into and out from a
covered working space, which is cap-
able of accommodating four 60-ft. motor
pinnares for repair purposes. The boat
trolleys run on a 3-ft. gauge railway
which extends over the full length of
the forward part of the upper deck, and
the covered working space. All the
winches referred to were supplied by
Messrs. Harfield and Company. Ar-
rangements have also been made to
enclose the after portion of the covered
working space temporarily for use as a
torpedo workshop, and for this purpose
storage is provided for 10 torpedoes,
with the necessary equipment for test-
ing, charging, etc.

SHIPS SOLD ABROAD

Mr. W. Graham (President of
the Board of Trade), in a written
reply to Captain Hall (Sec. Ports-
mouth, Central), states that 318
vessels, of 676,088 gross tons, were
removed from the British
Register in 1928 on sale to for-
eigners, and 336 vessels, of
772,638 gross tons, in 1929.

HONG KONG TIDE

The tide-table given below has
been obtained by aid of the Tide-pre-
dicting Machine, which includes 40
components for the better prediction
of tides, from the result of the
analysis of the tidal observations, taken
at the Kowloon tidal observa-
tory under the direction of Dr.
Dobereck during the years 1887, 1888
and 1889.

The times and heights are given
for Kowloon; but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.

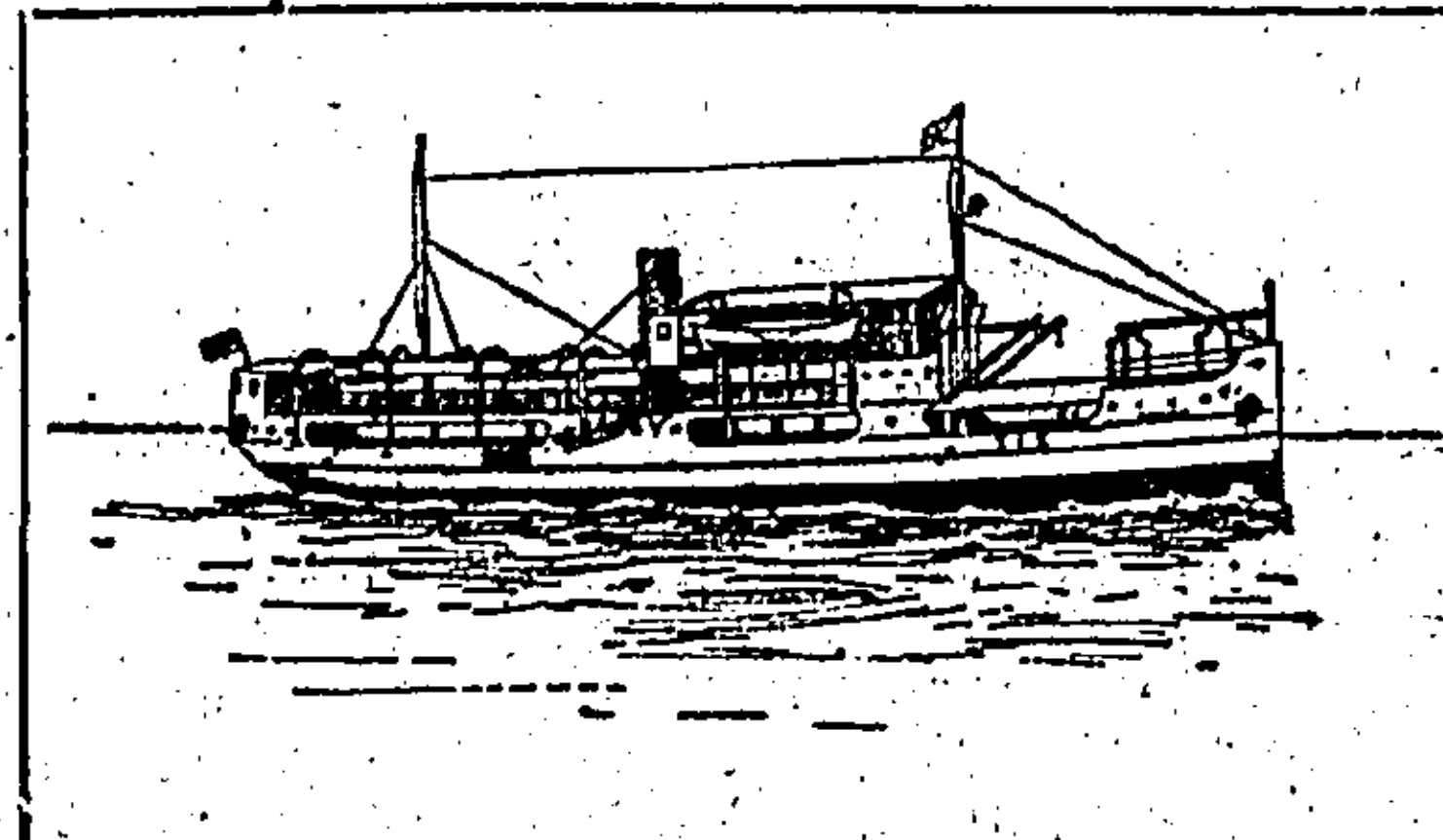
The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

March 6 to 12 1930.

DATE	HIGH WATER	LOW WATER
March	Standard Times	Standard Times
Thurs 6	0 04 5	6 10 4
Fri 7	0 05 2	6 09 5
Sat 8	0 06 1	6 08 6
Sun 9	0 07 0	6 07 0
Mon 10	0 07 5	6 05 4
Tues 11	0 08 4	6 04 0
Wed 12	0 09 3	6 02 5

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HONG KONG.

They have all the vices of suburbia. They are narrow and divided among themselves; they are afraid to break through the artificial circle within which they

Mr. and Mrs. Edgar E. Strother arrived in Hong Kong last Sunday and have taken up residence at St. George's Hotel, Kennedy Road, Mr. Strother having been appointed manager of the Hong Kong branch of Messrs. Millington, Limited, advertising consultants. He is opening an office in the new I. & C. Bank Building, Queen's Road, Central. Mr. and Mrs. Strother have been residents of Shanghai for over 20 years and have travelled extensively in various parts of China.

The Minister of Industry, reporting on the financial situation, recommends, inter alia, the reorganisation of the monetary system, including a change from the tael to the dollar, and prohibition against foreign banks in China issuing notes.—Reuter.

Shanghai, Yesterday.

Mr. Arnhold, chairman of the S.M.C., has resigned from the Council, not wishing to embarrass the Council by maintaining his position to the end of the official term.

It was reported this evening that one British Councillor may resign so as to allow a defeated American to take his place, in order to maintain the customary American quota of two Councillors. —Reuter.

To-day's dollar is worth 5/- 4½d.

Serg. "Willie" Shannon of the Hong Kong Police left for Ireland on well-earned leave by the s.s. Fushiman Maru this morning. He was given a right royal send-off by his comrades and friends. A deputation of the Hawkers' Guild was also present at Blake Pier, and presented the Sergeant with bouquets of flowers. A great lot of good wishes were also expressed, arriving at Blake Pier, Sergt. Shannon was received by a "guard of honour" drawn from the "1st Battalion of Street Coolies," under the command of Sgt. McAlvie. These men armed with their bamboo poles, were drawn up on either side of the pier, and on the words of command, presented arms very smartly. The first object of the "guard of honour," Sgt. Shannon boarded the launch and pushed off for ship amidst loud cheering and firing of crackers.

Victims Of Chinese Ignorance: Foreign Ladies Kidnapped: The McBride Incident: Talkie Has Far To Go: Magistrate's "Crafty Enemies"

THREE foreign ladies were the prey of kidnapers in Shanghai last week, and in two instances the culprits made off with the handbags they had snatched. The first occurred in the afternoon on Yu Yuen Road, where a Chinese of the lower class came up behind a lady who was enjoying a walk and seized her bag.

Later, on Bubbler's Well Road near Hardoon Road, a lady was walking westward when a Chinese came behind her, on the run and seized her bag as he raced past. Her cries attracted a C.P.C. who succeeded in arresting the man after a short chase. The vigilance of Wing On's was the scene of the third episode early in the evening, when a lady suffered the loss of her bag to a Chinese who was soon lost in the crowd. The Police are again warning ladies to hold their bags close to their bodies instead of swinging them at arm's length, which unfortunately acts as an incentive to thieving elements.

SOME of the point is lost in the translation of the article in the "Central China Post," complaining that Shanghai had been "privileged" in receiving an explanation from Sir Miles Lampson in regard to prospects in connection with extraterritoriality, by the fact that the latter had been in Hankow, and presumably for a similar purpose. But this portion of the article deserves re-consideration: "A factor that might be well worth the consideration of Sir Miles is that while the gentlemen here are negotiating with many of the Chinese officials, the Chinese and people are not desirous of harming the foreigners in their immediate vicinity, they have no control whatever over the collection or even officials in the Extraterritoriality. The recent arrest of the Chinese sailors in the case of the *Chung Hai* is now quiet for the simple reason that it was realized that the Chinese had taken matters into their own hands, and this too quickly. The world has been and undoubtedly will be a nasty place, and Sir Miles Lampson's attitude includes his negotiations with regard to Chinese lampson, and the world seems certain, the Home

Government are bent on destroying what it has taken close on a century to build up, the least our Government can do is to be honest with their own subjects with regard to it and give us the warning that is our just due.

Musical Comedy on the "Talkies"
WATCHING a revue on the talkies a few nights ago, I was impressed by the fact, as it seems to me, that the talking picture representation of musical comedy has still a long way to go before it can seriously rival the stage production.

Solo numbers, in natural colour, are a little harder to "get across" than the "two-lights" pretty well, but the chorus numbers, with twenty or more girls, give little or no impression of reality.

The features of the performers are quite indistinguishable when reduced to such proportions as will permit of the lens embracing the full width of the stage. In fact, the figures on the screen are probably in the neighbourhood of life size.

A Good Magistrate

UNDER the heading "A Good Magistrate" the Chefoo Daily News publishes the following interesting, if rather mystifying, paragraph: The magistrate of Fu Shan-hien has put out the following proclamation. They desire of a magistrate is not merely to change names but to reform hearts. Hence do not fear crafty enemies against whom he boldly fights. Abolishing superstition he desires also to be constructive and to change temples into schools. To create wise and virtuous officials, the magistrate is not afraid of the country. He is not afraid of the country who invade the country and plunder. Brothers, think, is not this very good? I sincerely hope we shall read together for this work.

ILLUSTRATED!
ILLUSTRATED!!
ILLUSTRATED!!!

A WEEK'S PAPERS IN ONE.
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China is once again in the throes of civil war, the war lords in the North evidently being determined to oust Marshal Chiang Kai-shek by hook or by crook. Heavy fighting has been reported, but negotiations are still in progress by which it is hoped to prevent the spread of the ferment on a big scale. In any event the history of the whole trouble is faithfully chronicled in this week's OVERLAND CHINA MAIL.

Locally great interest has been manifested in the annual and extraordinary meetings of shareholders in the Hong Kong, Canton and Macao Steamboat Company, Limited, at which differences were aired regarding the farming out of the Company's business. The proceedings were animated throughout and resulted in the Directors being outvoted, but a poll has been demanded. A verbatim report appears in this week's OVERLAND CHINA MAIL.

Owing to exceptional foggy conditions at sea quite a number of shipping mishaps, fortunately none of a serious nature, have been chronicled during the week. These will be found in this week's OVERLAND CHINA MAIL.

Education again is featured, both St. Stephen's College and King's College having their annual Speech Days and distribution of prizes, full reports of which appear in the OVERLAND CHINA MAIL.

The annual meeting has been held of the Kowloon Residents' Association, a body which has an appeal of its own both to local residents and those at Home on leave. An account of the meeting is published in the OVERLAND CHINA MAIL.

The annual Race Carnival has come to an end after a record breaking meeting. Results of the fifth day, together with special reports of all other forms of sport, will be found in this week's OVERLAND CHINA MAIL.

Letters to relatives and friends in other parts of the world frequently fall to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of \$3.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studio appeal to people with any interest whatsoever in Hong Kong, and many letters from Home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings.

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ALL QUIET ON THE
KWANGSI FRONT

CHANG FA-KUEI SAID TO HAVE
FLED TO KWANGCHOW

END OF THE WAR?

Canton, Yesterday.
General Lam Shi-ching informed pressmen that the present situation at the Kwangsi front was very quiet. The Government forces are still on the south of Dai River awaiting the enemies. Chang Fa-kuei has been reported to have fled to Kwangchow Bay. At present, the defence duty at Wuchow is in the hands of the Brigade under Brigadier-General Wong Yin-tsing, the militia and the gendarmes. Condition there is tranquil. C.I.C. Chan Chai-tong, Chun Shiu-liang and Lu Woon-yim are all in Wuchow.

Normal Order Restored

At the weekly memorial service held by the Provincial Government, which Reconstruction Commissioner Tung Yin-wah, Education Commissioner Kam Tsang-ching, and a number of others attended Mr. Hu Sung Ching Commissioner of the Civil Affairs Department, presiding, stated that in regard to the military situation, the various districts in Southern Kwangtung had been already recaptured and normal order restored, whilst the campaign in Kwangsi was proceeding so favourably that the end of the warfare was not far away.

Concerning the economic side, Mr. Hu declared that the Provincial Government had decided upon a plan for the collection of revenues and house rent to aid the redemption of notes. As regard the one dollar notes, the Central Bank had opened five offices for redemption purposes. Concerning the Northern situation, Commissioner Hu said in conclusion that measures had been decided upon by the third Plenary meeting to cope with Yen Hsi-shan and that a fundamental settlement would be brought about in due course.—Canton News Agency.

FRENCH POLITICS

Financial Problem the
Main Feature

NO PARTY TRUCE

Paris, Yesterday.

The Council of Ministers has approved of the Ministerial declaration, which states that the Government remains faithful to the general policy of the previous Tardieu Government, and emphasises that the financial problem dominates home politics, necessitating, firstly, the maintenance of a policy of budgetary equilibrium and amortisation, which saved France four years ago, and secondly, stimulation of the working energies of the nation at a time when a world crisis of over production is reacting on France.

The Government regrets that a party truce has not been agreed to, but declares its determination to carry out the programme, whatever the difficulties.

The Council has nominated the delegation to the Naval Conference, namely, M. M. Tardieu, Briand, Dumesnil (Minister of Marine), Pietri (Minister for the Colonies), Fleuriot (the Ambassador), and Kerguezec, the president of the Senate Naval Committee.—Reuter.

Vote of Confidence

Paris, Yesterday.

The Chamber passed a resolution giving confidence in the Tardieu Government by 316 votes to 260.—Reuter.

GREEK TREATY

Agreement with China
Ratified

Nanking, Tuesday.
Minister Kuo Lu in Paris cabled yesterday that the new Sino-Greek Treaty was ratified by the Greek Parliament.
The American Minister, Mr. Johnson, having been entertained by Dr. C. T. Wang, will be Minister Sun Fo's guest to-night and of Mr. Hu Han-min, Dr. Wang Chung-hui, presidents of the Legislative and Judicial Yuan, tomorrow.—Canton News Agency.

MISSIONARY KILLED

Nanking, Yesterday.

According to a report, of the three Finnish women missionaries in Kiangsi who have been kidnapped, one was killed.
The Foreign Ministry has telegraphed to the Kiangsi Provincial Government asking for fuller information.—Canton News Agency.

FIRE CRACKER
NUISANCE

FIRM ACTION BY POLICE AT
LAST

NOTICES DISREGARDED

The fire cracker nuisance, and the disregard of police notices issued for the purpose of abating it, were points raised by Mr. D. Burlingham, Divisional Superintendent of Police, Kowloon, at the Kowloon Magistracy this morning, when he prosecuted 33 Chinese (men and women) of the Tsimshatsui district, for firing crackers during prohibited hours after the Chinese New Year.

All the defendants, but three, admitted the offence and were fined \$2 each.

Privileges Abused

Mr. Burlingham stated that at the Chinese New Year it has been a custom for the past years to give the Chinese certain privileges. Notices were posted up in all districts to notify the residents of the specified times granted for the firing of crackers. Paper handbills of the same in nature were sent round in hundreds to the shops and various other places, but Mr. Burlingham pointed out, these handbills had been entirely disregarded for the past two years. Last year the Police did summon a few, but this year the Police took more rigorous steps, and next year they would like still more.

Numerous Complaints

He had received numerous complaints about the cracker nuisance, specially from inhabitants who had children, and from those who could not get their sleep through being disturbed by the continuous firing of crackers. Concluding, Mr. Burlingham said that the Chinese this year were given latitude as to the time within which they were allowed to fire, but this might probably have to stop next year, when the Police would make them adhere to specified times only.

The three defendants, who pleaded not guilty, were discharged, Mr. Burlingham concurring with the Magistrate in the view that they would never find out who did fire the crackers.

One of the discharged men stated that he was not a "joss" worshipper and, therefore, he could not have fired crackers at all. Another said that a man who lived with him in Nathan Road fired the crackers, but he had since run away, being financially embarrassed by house rents!

STOOL AS WEAPON

Tea Shop as a Rough
House

Fines amounting to \$22, with alternative prison terms of 32 days, were imposed on each of two Chinese carpenters who were convicted by Mr. Whyte-Smith at the Kowloon Magistracy, this morning, on a charge of assaulting a fellow-worker.

The fight arose in a tea house in Lai-chikok Road over a debt, ending up in the street, where the accused were seen hitting the complainant over the head with a broken stool. The latter had to be sent to hospital where he was detained for two days. The tea house itself was transformed into a "rough house," and in the scuffle between the men, stools were broken and a marble slab on a table was cracked in halves. The damage amounted to \$20.

BIG OPIUM HAUL

\$80,000 Worth Found on
a Launch

Raw opium estimated to be worth \$80,000 was seized yesterday morning by Revenue Officers and Police. The haul was made from the armed Chinese launch Tung Hang, which ran ashore in a thick fog at Ha Wa Min, near Lama Island, on Tuesday night. Her plight was first noticed by a Hong Kong Police launch, and assistance was sent for.

Revenue men and Police went off to the steamer yesterday morning, and after a search, discovered 83 cases, each containing about 100 lb. of raw opium. The vessel and its "cargo" were escorted to Hong Kong, and the opium was removed ashore. The boat, which has since been released, is described as belonging to the Anti-Opium Bureau of the Canton Government. Members of the crew state that they left Canton on Sunday for Swatow, where the opium was consigned. The opium is being held at the Import and Export Office.

Sir Thomas Beecham has accepted an invitation to conduct during the operatic festival known as the Cologne Fortnight, from April 21 to May 4.
Konstantin Lucas, aged about 27, of Watford-way, Hendon, N.W., was found dead hanging from a beam inside a nearby coffee stall when it was opened.

SNATCHING PEST

Narrowly Escapes the
Birch

CAUGHT IN TIME

For attempting to snatch Mrs. Alice Bolton's handbag whilst she was walking along the path through the Happy Valley recreation grounds, a Chinese named Lau Yui was this morning sentenced to six months' hard labour by Mr. R. E. Lindell.

In passing sentence his Worship said that he was sorry that the accused did not succeed in getting Mrs. Bolton's bag as then he would have had a sound thrashing for it besides the jail term. He could not order the birch for an attempt.

Lau Hing-chung, a fitter employed by the Hong Kong Hotel Garage, who jumped off a bus and seized the accused as he ran into Morrison Hill Road, was congratulated by the Magistrate, who said that his action was exemplary and in the right public spirit. "You are highly commended."

SIR ROBERT HART

Inquiry Regarding His
Birthplace

Mr. Robert Hart Maze (a brother, we believe, of Mr. F. W. Maze, Inspector-General of Chinese Maritime Customs) writes to the Belfast News Letter of January 29:—

In view of the inquiry in your columns the other day as to the birthplace of the late Sir Robert Hart, Baronet (Knight Grand Cross of the Illustrious Order of Christ of Portugal), who adorned the office of Inspector-General of Customs in China for nearly fifty years, I beg to acquaint you that Sir Charles Prestwood Lucas, K.C.B., K.C.M.G., some time Assistant Under-Secretary of State, Colonial Office, mentions in "The Dictionary of National Biography" that Portadown was Sir Robert's birthplace. I may further observe that a small yet fascinating volume from Juliet Bredon's gifted pen, published in 1909, and entitled "Sir Robert Hart: The Romance of a Great Career," contains the following information: "He was born on February 20, 1835, in a little white house with green shutters on Dunganon Street, in the small Irish town of Portadown, County Armagh, and was the eldest of twelve children." Miss Bredon is the daughter of the late Sir Robert Bredon, K.C.M.G., M.D., of Peking, who was a brother-in-law of Sir Robert Hart.

ROUND THE CINEMAS

"Heart of a Follies
Girl"

Miss Dove has been a dancer since she was six years old. Inasmuch as film stars ordinarily find little time for athletic dancing as a daily exercise, however, she has to condition herself before each picture that calls forth her talent in this direction.

Before starting "The Heart of a Follies Girl," the star trained by daily dancing exercises for a period of three weeks. In this manner she safeguarded herself against muscular soreness that might otherwise have interfered with her work in the picture.

Larry Kent is Miss Dove's leading man in "The Heart of a Follies Girl," and Lowell Sherman, Mildred Harris, and other notable players figure in the supporting cast.

The picture comes to the Majestic Theatre to-day.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—
Bank, wire 1/5 3/4
Bank, on demand 1/5 5/16
Bank, 30 days' sight
Bank, 4 months' sight 1/5 1/2
Credits, 4 months' sight 1/6 3/4
Documentary, 4 months' sight 1/6 5/8

On Paris—
On demand 895
Credits, 4 months' sight 897 1/2
On Berlin—
On demand
On New York—
On demand 35 1/2
Credits, 60 days' sight 37
On Bombay—
Wire 96 3/4
On demand 96 3/4
On Calcutta—
Wire 96 3/4
On demand 96 3/4
On Singapore—
On demand 62 1/4
On Manila—
On demand 70 1/2
On Shanghai—
On demand 78 1/4
80 days' sight (private paper)
On Yokohama—
On demand 71
Gold Leaf, 100 fine (per tola)
Sovereigns (Bank's buying rate) 12.88
Silver (per oz.) 18 15/16
Bar Silver in Hong Kong 2% prem.
Kong Cash Nominal
Copper Cents 3% prem.
Rate of Native Interest 6% p.a.
Chinese Sub. Coin 22 1/2% dis.
Hong Kong Sub. Coin Far.

DAIRY FARM NEWS.

WEEK END SPECIALTY

TOMATO SAUSAGES

80 cents per lb.

ON SALE SATURDAY

Orders can now be booked.

The Dairy Farm Ice & Cold Storage Co., Ltd.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 6th March, 1930.

STOCK	Buyers	Sellers	Sales	Notes	Yield	Last dividend and when paid
Banks.						
Hong Kong Bank	1315	...	...	...	Dec.	Final 21 a/c 1929 ex. 1/11-4/10/25 Feb. 24, 30
Chartered Bank	...	...	...	101	Dec.	Interim 7/10/1929 (free 1/11/25) Sept. 12, 29
Mercantile Bk., A.S.B.	...	...	...	151	Dec.	Interim 1/10/1929 (free 1/11/25) Oct. — 29
Bank of Asia	98	...	...	...	Dec.	\$1 for 1929 Feb. 25, 30
Insurance.						
Canton Ins.	760	...	...	...	Dec.	Final 2/10/1929 (free 1/11/25) — \$40. May 23, 29
Union Ins.	397	...	303	...	Dec.	Interim 2/10/1929 (free 1/11/25) — 42 May 24, 29
China Underwriters	...	...	...	...	Dec.	None
China Fire Ins.	340	...	...	...	Dec.	Final 2/10/1929 (free 1/11/25) — \$18 May 24, 29
H. K. Fire Ins.	305	...	305	...	Dec.	\$1 for 1927 Mar. 25, 29
Shipping.						
Douglases	...	24	...	...	Dec.	Last dividend for 1924
H. K. Steamships	...	...	26	...	Dec.	\$1.50 for 1929 Mar. 4, 30
Indo-China (Prel.)	...	...	43	...	Dec.	12% ex. 1/11 on preferred for 1924 and 1925 June 10, 29
Shell Transports	...	...	936	...	Dec.	Last dividend for 1921 (Int. 25 Coupon No. 15 free) 1/11/25 a/c 1929 Jan. 6, 30
Union Waterboats	201	...	...	...	Dec.	\$1.50 for 1929 Pending
Mining.						
Benguet	61	...	...	...	Dec.	Interim 20 cents a/c 1929 Dec. — 29
Kailan Mining Ad. S.	...	...	501	...	Dec.	Final 2/10/1929 (free 1/11/25) Coupon No. 31 year 30-3-29 Dec. 17, 29
Langkat (Comb.) Th.	...	...	13.60	...	Oct.	Last div. for year 31-10-27
Shai Exploration Th.	...	...	1.30	...	Dec.	None
Loans Th.	...	...	5	...	Dec.	Last dividend for 1929
Raubs	16	...	...	...	Dec.	Interim 1/10/1929 (free 1/11/25) Dec. 19, 29
Tronoh Mines	...	...	211	...	Dec.	41d. less tax Coupon No. 01 Sep. 30, 29
Docks, Wharves, Godowns, &c.						
H. K. & S. Wharves	151	153	...	...	Dec.	\$9 for 1929 Pending
H. K. & W. Docks	32	...	...	...	Dec.	Last dividend for 1924
China Providents	5.30	51	...	...	Dec.	Last dividend for 1924
Hongkew	210	...	...	...	Dec.	Interim T. 3 a/c 1929 Sep. 19, 29
N. Engineering Th.	7.80	...	...	...	Dec.	T. 0.50 for 1929 Feb. 25, 30
Shanghai Docks	125	...	...	...	Apr.	T. 7.50 for year 30-4-29 July 27, 29
Cotton Mills.						
Ewo Cottons Th.	...	...	16	...	Dec.	Final T. 2 a/c 1929 Pending
Shai Cotton (old) Th.	83	...	...	...	Apr.	(T. 2.50 old) for half year (T. 1.25 new) 31-10-29 Nov. 25, 29
Shai Cotton (new) Th.	...	...	82	...	Oct.	(T. 2.50 old) for half year (T. 1.25 new) 31-10-29 Nov. 25, 29
Zoong Sings Th.	...	...	10	...	June	T. 0.40 for year 30-6-29 Oct. 11, 29
Lands, Hotels & Buildings.						
H. K. & S. Hotels	12.80	12.90	12.90	13.10	Dec.	Last dividend for 1924
H. K. Lands	64	...	...	...	Dec.	Final 2/10/1929 (free 1/11/25) Feb. 19, 30
Shanghai Lands Th.	235	...	...	...	Dec.	Interim T. 3 a/c 1929 July 31, 29
Humphreys	14	...	...	...	Dec.	\$1 for 1929 Feb. 6, 29
H. K. Realities	...	...	8.30	...	Dec.	Interim 30 cents a/c 1929 Aug. 12, 29
Chinese Estates	98	...	...	...	Feb.	\$1 for year 29-2-29 June 6, 29
Public Utilities.						
H. K. Tramways	30.30	...	30.20	...	Dec.	Final 20 cents a/c 1929 Pending
Peak Tram (old)	...	...	111	...	Apr.	(T. 2.50 old) for half year (T. 1.25 new) 31-10-29 June 7, 29
Peak Tram (new)	...	...	0.05	...	Apr.	(T. 2.50 old) for half year (T. 1.25 new) 31-10-29 June 7, 29
Star Ferries	...	...	97 1/2	...	Dec.	\$1 for 1929 Feb. 14, 30
China Light	19.30	...	...	...	Sept.	Final 2/10/1929 (free 1/11/25) for year (T. 1.25 new) 31-10-29 Dec. 22, 29
H. K. Electric	...	...	69 1/2	...	Dec.	\$2.50 for 1929 Pending
Macao	23	...	...	...	Dec.	...
Sandakan Light	41	...	...	...	Dec.	None
H. K. Telephones	10	...	...	...	Dec.	Interim 10 cents a/c 1929 Sep. 18, 29
China Buses Th.	17.90	...	...	...	Dec.	T. 0.50 for 1929 Feb. 21, 29
S'pore Tractions (Ord. S.)	10 1/2	...	...	...	Sept.	1/11% on preference shares Subject to income tax, Feb. 6, 30
Industrials.						
China Sugars	75 c.	...	...	...	In Liquidation	...
Malayan Sugars	...	...	27	...	Dec.	P. 2 for 1929 April 11, 29
Cald. Macg. Ord. Th.	...	...	10	...	Dec.	Incorporated in May 1929
Canton Ice	...	...	24	...	July	None
Cement (comb.)	...	...	15.15	...	Dec.	30 cents on old for 1929 Pending
(old) Th.	...	...	10.60	...	Dec.	...
(new) Th.	...	...	41	...	Dec.	Last dividend for 1924

Sport Columns

HOME FOOTBALL

Wednesday Win Cup Replay

SERIES OF LEAGUE GAMES

London, Yesterday.
After drawing at Nottingham on Saturday in the English Cup, Sheffield Wednesday had little trouble in disposing of the Forest to-day on their own ground, the result being—

Wednesday 3 Notts Forest 1
The semi-final draw thus stands:—

Wednesday v. Huddersfield, on Manchester United ground.
Arsenal v. Newcastle or Hull City on Leeds United ground.

League Matches

Two games were played in the First Division affecting Clubs in the danger zone. Grimsby visited Middlesbrough and shocked the locals by pulling off a four-goal win. Everton, on the other hand, were hosts to Aston Villa and lost a couple of much-needed points by the odd goal in seven.

In the Second Division Blackpool take the lead at the top of the table by a win over West Bromwich Albion by a narrow margin.

Accrington and York drew in the Third Division, but the result affects neither the championship nor relegation.

Scottish Cup

In the replayed Scottish Cup tie Hearts made no mistake in ordering the semi-final, licking Dundee by four goals. The result was:—

Hearts 4 Dundee 0
The draw for the semi-final, to be played on March 22, has resulted:—

Hamilton Academicals v. Partick Thistle, at Celtic Park, Glasgow.

Hearts v. Rangers, at Hampden Park, Glasgow.

Scottish League

Three games were played in the Scottish League (First Division) and, curiously enough, all ended in draws. Only one of the bottom four was engaged, namely, Airdrieonians, who divided the points with St. Mirren. Hibernians did well to draw with Partick Thistle at Firhill, Glasgow.

League results at a glance:—

ENGLISH LEAGUE

Division I.

Middlesbrough 1 Grimsby 5
Everton 3 Aston Villa 4

Division II.

Blackpool 1 West Bromwich 0

Division III.—North

Accrington 1 York 1

Scottish League

Airdrieonians 2 St. Mirren 2
Partick T. 0 Hibernians 0
Falkirk 1 Clyde 1

—Reuter.

LEAGUE TABLES TO DATE

Division I.

Goals.
P. W. D. L. F. A. Pts.
Wednesday 28 17 5 9 65 57 39
Derby 31 17 5 9 65 57 39
Middlesbrough 31 16 6 9 73 58 38
Blackburn 32 15 6 11 85 60 36
Leicester 32 14 6 12 68 63 34
Huddersfield 30 14 5 11 47 50 33
Leeds 30 15 2 13 58 44 32
Aston Villa 30 14 4 12 63 61 32
Bolton 32 12 7 13 59 53 31
Liverpool 31 12 7 12 52 61 31
Sheffield U. 32 13 4 15 71 70 30
Manchester U. 31 13 4 14 50 60 30
West Ham 31 12 5 14 64 61 29
Middlesbrough 31 13 3 15 66 60 29
Portsmouth 30 10 8 12 52 51 28
Burnley 31 10 8 13 60 73 28
Birmingham 29 10 7 12 45 47 27
Arsenal 29 10 6 13 46 43 26
Sheff. Wed. 28 10 14 56 69 29
Sunderland 29 9 7 13 46 61 25
Grimsby 30 9 6 15 54 72 24
Newcastle 28 10 2 16 53 74 22

Division II.

Goals.
P. W. D. L. F. A. Pts.
Blackpool 31 21 4 6 77 54 44
Oldham 30 17 8 5 66 34 43
Chelsea 30 14 10 6 54 31 38
Bury 31 16 4 11 63 51 36
Bradford 30 14 7 9 60 52 35
Wolves 31 13 7 11 68 56 33

Division III. (North)

Goals.
P. W. D. L. F. A. Pts.
Port Vale 30 22 5 3 78 27 49
Stockport 30 20 6 4 80 33 46
Darlington 32 16 4 12 53 59 36
Accrington 31 14 7 10 76 56 35
Sheff. Shields 31 13 7 11 58 53 30
Crewe 29 13 6 10 61 48 32
Chesterfield 29 14 4 11 52 43 32
York 30 8 16 6 47 43 32
Hartlepool 30 11 9 10 55 54 31
Southport 31 9 12 10 56 51 30
Carlisle 31 12 6 13 72 59 30
Nelson 31 12 6 13 44 55 30
Lincoln 30 8 14 8 46 41 30
Tranmere 31 11 8 12 68 64 30
Rochdale 29 11 6 12 58 64 28
N. Brighton 31 11 5 15 60 65 27
Wigan 32 10 6 16 47 63 26
Doncaster 31 12 6 13 44 52 26
Hullfax 33 8 7 18 36 69 23
Wrexham 30 8 7 15 44 61 23
Rotherham 30 7 7 16 48 80 21
Barrow 30 8 3 19 32 77 19

Scottish League

Goals.
P. W. D. L. F. A. Pts.
Rangers 29 23 3 3 73 24 49
Aberdeen 31 19 5 7 69 49 43
Motherwell 29 17 4 8 69 44 38
St. Mirren 31 17 3 11 64 43 37
Celtic 29 16 4 9 69 37 35
Kilmarnock 30 13 8 9 53 51 35
Partick 30 14 7 9 63 45 33
Hearts 29 12 9 8 59 50 33
Queen's Pk. 33 14 4 15 61 61 32
Ayr 30 13 4 13 55 72 30
Hamilton 28 11 5 12 69 59 27
Clyde 31 9 9 13 51 61 27
Cowdenbeath 29 9 12 43 50 25
Dundee 29 9 5 15 38 46 23
Falkirk 29 9 8 11 45 54 23
Hibernians 30 7 10 13 36 48 24
Morton 31 8 6 17 57 79 22
Airdrie 29 10 3 16 41 49 23
Dundee U. 30 6 4 20 39 86 18
St. Johnstone 31 4 7 20 30 73 15

TENNIS

No Play Yesterday at H.K.C.C.

Owing to rain, there was no play at all in the Hong Kong Cricket Club tournament yesterday. Several good games had been scheduled, including one in the singles in which M. K. Lo was due to meet J. Barrow.

The programme for to-day, in the problematical event of weather permitting, is as follows:—

Open Championship Singles
Kong Too-cheung v. Chu Chun-chiu.

Open Championship Doubles
T. Honda and T. Akiyama v. J. S. McEachran and G. W. Sewell.

Handicap Singles "A."
D. S. Green (rec. 2/6) v. Dr. L. T. Ride (owe 1/6).

Handicap Singles "B."
A. White (owe 2/6) v. Dr. C. H. Burton (rec. 1/5).

Handicap Doubles
O. E. C. Marton and H. J. Armstrong (owe 1/5) v. Rev. Dean Swann and L. Forster (owe 3/6).

CRICKET

The following will represent the Civil Service in their friendly matches with Kowloon C.C. on Saturday next:—

1st Eleven v. Kowloon C.C. on C.S.C.C. ground.—B. D. Evans (Captain), G. R. Sayer, E. B. Reed, E. W. Hamilton, F. H. Holdman, F. Baker, D. R. Kelly, F. J. de Rome, J. Barrow, S. Balfour, and D. M. McDougall.

2nd Eleven v. Kowloon 2nd Eleven on Kowloon C.C. ground.—F. E. Booker (Captain), R. S. W. Paterson, H. F. Harper, R. R. Davies, R. G. Robertson, A. H. Oswick, J. F. Willmott, V. Chittenden, H. E. Strange, W. H. Edmonds, and E. Himsforth. Reserve, T. W. Carr.

HOME

Our Sports Diary

LOCAL

Football — To-day — Referees' Association Meeting, 5.30 p.m.

Saturday—Shield Competitions (Junior): University v. Navy; Club v. Eastern; S. China "B" v. Kowloon; R.A.M.C. v. Chinese "A"; Chinese "B" v. Recreio, S. China "A" v. St. Joseph's.

March 11—Football Council Meeting, 5.30 p.m.

Cricket—Saturday—League Division I: Navy v. University; Division II: Police v. H.K.C.C.; I.R.C. v. R.A.O.C.; Friendly—Division I: C.S.C.C. v. K.C.C.; Division II: K.C.C. v. C.S.C.C., C.C.C. v. Recreio.

Sunday—University v. Volunteers, Pokfulam, 11 a.m.

Racing—Saturday—Hong Kong Jockey Club—First Extra Meeting.

Fanling—Hunt—Sunday—Hounds Meet, Race Course, 3.45 p.m.

Tennis—To-day—H.K.C.C. Tournament (weather permitting).

Hockey—Friday—Club v. University II, King's Park, 5 p.m.

Saturday—Kowloon Ladies v. Hong Kong Ladies.

Rifle Shooting—April 20 and 21—Volunteers' annual rifle meeting, Stonecutters.

HOME

Association Football—March 15—Scotland v. England (Amateurs), Glasgow.

March 22—English Cup Semi-Final Ties.

Rugby Football—March 8—Wales v. Ireland, Swansea.

March 15—England v. Scotland (Calcutta Cup), Twickenham.

March 22—Army v. Royal Air Force, Twickenham.

Racing—March 11—Cheltenham Gold Cup.

March 13—N. H. Handicap Steeplechase, Cheltenham.

March 22—Imperial Cup, Sandown Park.

March 28—Grand National, Liverpool.

March 29—Liverpool Hurdle Race; Champion Steeplechase, Liverpool.

Hockey—March 15—Wales v. England.

March 22—England v. Scotland.

March 29—Ireland v. England.

Athletics—March 22—International Cross-Country Race.

Golf—March 25-26—Oxford v. Cambridge, Hoyalake.

Motor Cycling—March 22—Leeds M.C. Open £200 Trial.

Billiards—February 21 to March 29—Amateur Championship, London.

THE MAJESTIC

Radio Communication Now Available

Rugby, Yesterday.

The Postmaster General announces that the wireless telephone communication to and from the liner Majestic will again be available on her voyage this week, beginning at ten o'clock to-morrow morning and somewhat later on subsequent days and continuing each day for about ten hours. — British Wireless Service.

YEN RESIGNS POSTS

Nanking, Yesterday.
It is officially announced that Yen Hui-shan has resigned all his membership of the Central Executive and State Councils, and his title of Vice-Generalissimo.

The Government is awaiting the report of the committee recently appointed to investigate Yen's activities, before taking action. — Reuter.

"HUMANISING" THE SUBMARINE

EXPERTS DROP QUESTION OF ABOLITION

JAPAN REFUSES TO BUDGE

London, Yesterday.
The naval experts who have been considering the abolition, the humanisation and the limitation of the submarine, have dropped the question of abolition, as it is a matter of policy solely for the heads of the delegations. They have reached agreement in principle, however, regarding the humanisation, to be drafted for the jurists and have postponed the consideration of limitation. It is understood that the Japanese are insisting on a 2,000 tons minimum, as a lighter submarine would be useless on their rough northern coast.

Mr. H. L. Stimson, the chief U.S. delegate, in a statement on the results of the Naval Conference, which seem to be within reach up-to-date, says: "The plan which in essence appears acceptable to America and Great Britain provides for a net reduction of tonnage of the American fleet in capital ships, cruisers, destroyers and submarines (built or building or appropriated for) over 2,000 tons and an even larger reduction of the British fleet. If the vessels authorised, but not commenced, are included in the existing fleets, the amount of reduction will be much greater." He adds that these reductions are, of course, contingent on some of the reductions of the fleets of other Powers. — Reuter.

Polite Greetings

Rugby, Yesterday.
M. Tardieu, the French Premier, has addressed the following telegram to Mr. Ramsay MacDonald: "On resuming the leadership of the French Government, I desire to express to you my cordial good wishes and also to our colleagues of the American, British, Italian and Japanese delegations, and to assure you of the pleasure I shall feel in again participating in our joint efforts for the success of the conference."

Mr. MacDonald has replied, "In the name of all our colleagues I send you our warmest greetings and thanks for your telegram. We look forward with pleasure to the renewal of our collaboration with you in the work of the conference. Before you cross the Channel I extend to you the hand of friendship." — British Wireless Service.

PORTUGUESE CRUISER COMING HERE

SHORT VISIT FROM THE ADAMASTOR

ON WAY TO MACAO

Information has been received that the Portuguese cruiser Adamastor will visit Hong Kong on the 8th or 9th of this month, probably on route to Macao. The cruiser was built in Orlando as long ago as 1896. She is a vessel of 1,757 tons, with two funnels, and has a crew of 205.

The dimensions of the cruiser are 242.1 x 35.1 x 15.3. The armory consists of two 4.7in. guns (Caret), four 4.1in. (Krupp), four 3 pounders (Hotchkiss), and three machine guns. Three torpedo tubes (14in.), are above the water, at the bow and broadside, respectively. The armour plate is 1 1/4 in. and deck plate 2 1/4 in. She has C.T. machinery with two sets of triple expansion and two screws. There are eight cylindrical boilers of 4,000 (forced) horse power, giving her a speed of 18.19 knots per hour. Her coaling capacity amounts to 450 tons.

The Adamastor is employed on Colonial service, and was refitted in 1919-22.

"INNOCENT" THIEF

Sentence of four months' hard labour was meted out to a Chinese, of Shun Tak, at the Kowloon Magistracy this morning when he admitted the theft of a suit of fannels from 905 Canton Road.

When told that he had had a jail term in 1929 for receiving, accused replied: "Oh, yes; I was convicted, although I was innocent."

The Electricity Commissioners have refused the application of Southend Corporation to borrow £60,000 for the installation of a new plant at their generating station.

Henry A. Cull, a 25-years-old boxer, who had taken part in a contest at Waltham, S.E., was found dead in bed at his home in Soho, W., heart failure being suspected.

HAICHING PIRACY TRIAL

INDIAN GUARD SEIZED FROM FROM BEHIND

NO MISTAKE MADE

The trial of Lam Hing and Lam Ming for alleged participation in the attack on the s.s. Haiching on December 8 was continued this morning before his Lordship the Chief Justice, Sir Henry Gollan, and a jury.

Mr. H. Somerset Fitzroy, Assistant Crown Attorney, is for the prosecution, and Mr. C. G. Alabaster, K.C., instructed by Mr. A. el Arculli, is for the defence.

The third engineer, Mr. de Mello, was recalled to the witness box for cross-examination, and, in reply to Mr. Alabaster, he said that he was made to walk up the ladder first so as to be a shield for the pirates in case any one should fire from the top. The pirate behind him phodded a revolver against his back.

None Too Comfortable

Witness admitted that his position was none too comfortable. Coming on deck, he could not help seeing the first prisoner in the Chief Officer's cabin, because it was just at that spot, one of the pirates behind him switched on a torch, and they were walking very slowly at the time. The other time he saw the first prisoner again was when the latter was being dragged to the boat. He had also seen the first prisoner in the engine room. He identified the first prisoner at the Police Station, but the No. 2 man was not paraded for identification, because he was sick at the time and was in hospital.

Re-examined by Mr. Fitzroy, witness emphasised that he had made no mistake, and if the Court wanted proof, his greaser could also testify to what he had seen.

His Lordship: Please confine yourself to the question asked you. Bunker To Stakehold

Mr. F. C. Duxon, the Chief engineer, was then called. He was asked to describe how access could be obtained into the stakehold from the bunker hatch. He said that at the time there were about 60 tons of coal in the bunker, and if the coal was in a sloping position it would be possible for the men to run down it. Witness then described how it was possible for access to be gained.

The last time he saw the Indian guard, Khal Singh, was in the guards' cabin. Khal Singh was lying dead.

Guard's Pistol Stolen

An Indian guard, Bhag Singh, said that on the day in question, he was on duty on the bridge. He came down to the deck at about 12.30 a.m. for a cup of tea, and while he was patrolling the deck, about ten men came up and seized him from behind. The men were armed, and they tore away his revolver; breaking the holster in the process. He was seized near the stakehold entrance, and in his opinion the men must have come out from the stakehold, because other ingress to the deck was closed at the time.

Gained Bridge Safely

Witness said that the other guards who were in their cabin heard the commotion and when they switched on the light, the pirates who were holding him, fired at the direction of the cabin. Witness then ran toward the bridge, which he gained in safety. Once on the bridge, he asked the other guard there to lead him a rifle. Thus armed again, he took part in the defence of the ship.

In reply to Counsel for the defence, witness said that he had four keys with him at the time, but these were not taken away by the pirates.

The case is proceeding.

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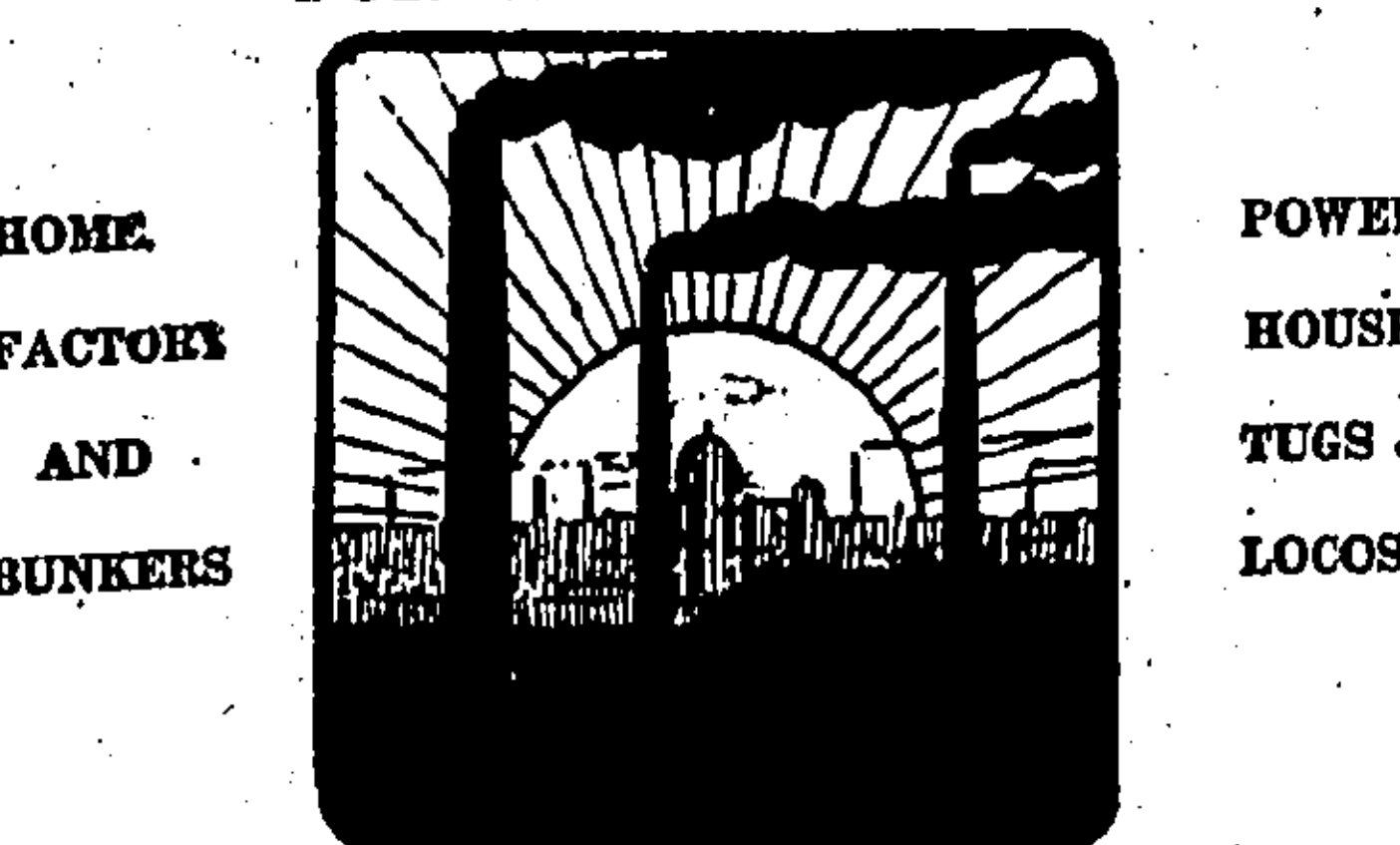
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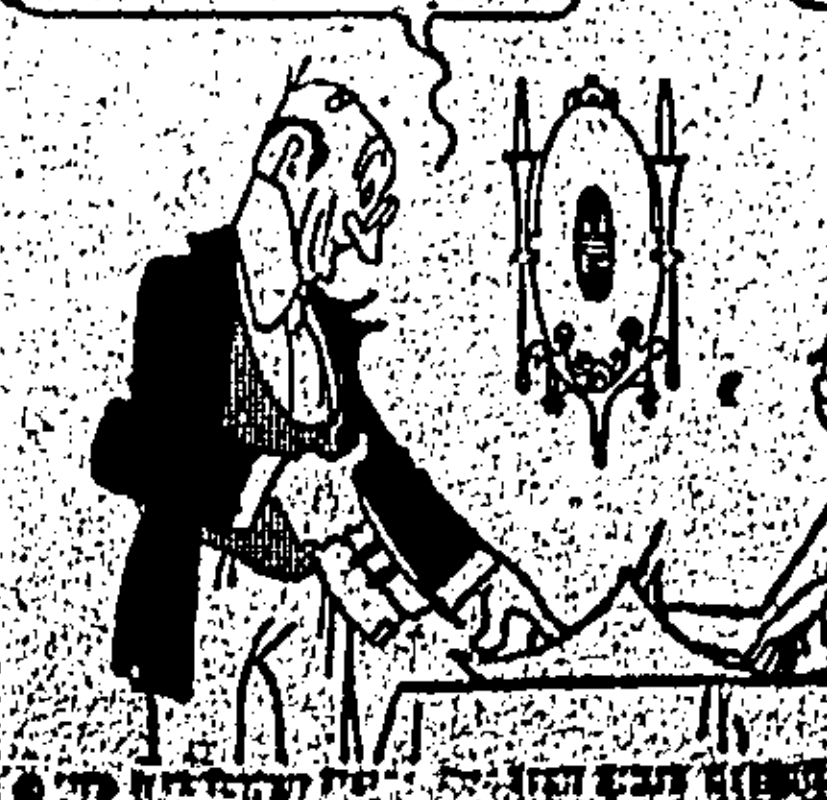
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BRINGING UP FATHER

MY AGE?



YES—IT IS MOST ESSENTIAL TO PUT DOWN YOUR AGE—MRS. JIGGS.



BUT LISTEN—MAGGIE—



Science Conquers Aviation Enemy—Fog



FOG—AVIATION'S DEADLIEST FOE, is about to clear before the sun of scientific endeavor. Since last November a series of remarkable experiments and tests have been carried out over the air route between New York and Boston. These tests have been under the supervision of the Airways Division of the United States Department of Commerce which is vitally interested in the serious business of rendering the airways as safe as scientific ingenuity can devise. And aviation cannot be

considered safe until man has overcome the deadly danger of fog, which has been the direct cause of some of the most frightful disasters of the air. The radio light beam now acts as the guiding spirit of the aviator in fog. It is the line over which he flies his ship, and the slightest deviation from his course, either to the right or left, is called to his attention by code signals sent by the operator who is directing the device. The chief operator is Ralph C. Soney under whose super-

vision the tests were carried out. His station is at Castle Island, where is located the transmitting point of the beam. The terminus of the beam is of course the flying field to insure a safe landing, which in a fog is both dangerous and difficult. When the pilot leaves the field a series of red lights flicker from the giant mast at Castle Island to attract his attention and so direct him to the path of the radio light beam. The beam is carried from the transmitting point to the airport by underground cable. It is quite narrow at the airport, becoming broader as the distance grows and becoming quite narrow again as it nears the terminal point. As the aviator circles over the field he pushes a button and instantaneous contact is made with the transmitting station by radio-telephonic communication. This anti-fog device has proved itself simple in operation and effective in results, and it is expected that the same method of making aviation safe from the hazard of fog will be applied over other routes.

SULTANS' QUARREL IN SUMATRA

LIGHT CUT OFF AT WEDDING FEAST

REMARKABLE MARRIAGE

Medan, Jan. 27.

The inhabitants of Tandjong Poera (on the East Coast of Sumatra) witnessed this week the marriage of Sjarif Hasjim Abdul Djaili Sjalfoedin, Sultan of Slak, to the daughter of Tengko Pangeran Embong of Langkat, the sister of his late consort, writes the Straits Times correspondent.

It was a remarkable marriage and I shall never forget the strange impression I received, when I was introduced to the bridegroom, the Sultan of Slak, who appeared to be extremely worried.

Later I understood the reason for his distress—a bitter controversy had arisen over his marriage, between the Sultan of Slak and the Sultan of Langkat, the latter the uncle of the bride and a very rich and powerful man on the East Coast of Sumatra.

I wondered at the time why only gasoline lamps were burning while everywhere in the palace electric lamps could be seen but it was later revealed that the Sultan of Langkat had ordered the supply of current to be cut off, because the power station is his property.

A Question of Prestige

One of the princes told me that the differences had arisen over a question of prestige. The Sultan of Langkat is of the opinion that the Sultan of Slak must visit him first, and the Sultan of Slak declines, because his "empire" is older than that of Langkat. The Dutch Government's officials when they came here first, some sixty years ago, negotiated only with the Sultan of Slak.

At the feast there were only a few distinguished guests. The Sultan of Langkat had given notice to his officials and other people that if they participated in the festival, they would no longer be received at his Court. There was not even a priest in Tandjong Poera, who would officiate at the marriage, and the Sultan of Slak had to employ his own teacher of religion. There were no Dutch officials but this was because the feast was not of an official nature.

The Sultans have a political treaty with the Dutch Government, that they will live in peace and friendship together, and one of the princes told me, that this means a breach of the treaty.

Labour Inspection Conference

Some time ago, a planter from Sumatra in a letter to the Straits Times made a complaint relating to the methods of labour inspection. His objection was that the planter in Sumatra is burdened with regulations, which are of no use to the coolies and make conditions rather worse than better. Since then more attention has been paid to this subject and a considerable improvement in labour inspection has been made.

Employers and employees on the east coast of Sumatra were invited to Batavia to a conference with the Chief of the Labour Office and some of the leading labour inspectors, to discuss the various possibilities of co-operation. This conference has been very successful, for it was generally recognised that an understanding must be reached. The Labour Office laid much stress on the fact that there was no foundation for the belief of unbridgeable differences between the employers' interests and labour inspection, and the employers declared that they would be glad to co-operate if some basis could be found.

Important Changes

One of the most important changes is that in future the inspections will be announced 24 hours beforehand, except for those estates which are suspected for one or another reason. The custom of allowing native interpreters to go around independently to collect complaints from the coolies, which in the past has been detrimental to discipline on the estates, has been abolished. In future, if a coolie complains to the labour inspector, he will be referred to the assistant concerned and if at the next inspection, it is found that the coolie has not obtained his rights further steps will be taken.

Also in other respects the goodwill of the Labour Office has become evident. It was promised that the recruiting of labour inspectors would be fully reconsidered. Formerly these posts were largely reserved for retired army and navy captains with very little idea of labour problems, but in future, only those with a good preliminary training in this class of work will be employed. The new instructions have been circulated and the planters' associations have also sent notices to their members that the relations with the Labour Office are on a new footing.

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LONDON TO PEKING

A Fortnight Spent in a Train

So long as the Far East could not be reached from Western Europe except by a sea voyage of seven weeks, China was a place of exile. The quicker but more expensive Canadian route brought it nearer, but only with the opening of the Siberian Railway could the foreign resident in China feel no longer cut off from the rest of the world. In 1914 London could be reached by the new route in 12 days from Peking and 14 from Shanghai. Foreigners, who formerly had to wait five and seven years, began to run home every other year. The convenience was very valuable for business, for mails and newspapers were carried as quickly as passengers.

The war disturbed the Siberian route, and early in 1915 it took four weeks to go from London to Peking. By 1916 the connection by way of Bergen through Finland was greatly improved and the time from London to Peking was reduced to 16 days. With the appearance of the Bolsheviks traffic stopped altogether. It was resumed about 1924, but most inconveniently because of the difficulty of buying tickets and obtaining visas. However, the Moscow Government was anxious to restore the efficiency of the Siberian line, and to obtain the funds for the purpose from the passenger traffic between the Far East and Europe. By degrees the service was quickened and improved, and in the summer of 1929 the journey between London and Peking was reduced to 12 days, with attendant difficulties removed. One of the few complaints still to be made is that it seems unnecessary to mulct the traveller from China 23 for a telegram to Moscow asking authority for passport visas.

Through Vladivostok

In July the action of the Chinese in seizing the Chinese Eastern Railway—that extension in Chinese territory of the Siberian Railway which gives access to Harbin (Manchuria)—closed direct traffic between China and Russia and suspended the use of the route to Europe. The Russians quickly switched the Siberian trains to the alternative route through the Amur and Ussuri-Railways to Vladivostok. In October the writer left London, and travelling through Berlin, Warsaw, Moscow, and Chita, and thence by the Amur route through Habarovsk, reached Vladivostok on the 13th day. There followed the Japanese steamer to Tsuruga (two days). The whole journey to Peking was completed in exactly 19 days. Travellers to Shanghai were delayed at Kobe, but reached their destination at the same time.

Little time is lost in going to Japan by Vladivostok, and Tokyo can be reached on the 15th day from London. The steamers for Tsuruga wait for the trains twice a week, but for one of the three weekly trains there is no steamer connection and two days must be spent in Vladivostok. The hotel accommodation in that place is indescribably bad and should be avoided by women. The Tsuruga steamers are below the Japanese standard of cleanliness but are otherwise comfortable. Railway travelling in Japan is well organized. Travellers to China have more to endure. In Japan they can choose between steamer from Kobe to

Tientsin and the railway route through Korea to Mukden and so to Tientsin and Peking. By the latter way there are two through trains a day, taking three and three and a-half days respectively from Kobe to Peking. The disadvantages of this route are the higher cost and the numerous changes necessary at Maibara, Kobe, Shimonoseki, whence it is a journey of eight hours by a fast and well-found steamer to Fusan, then rail to Antung (Customs examination) and Mukden, where there is a change to the Chinese train. A new tri-weekly service of Japanese steamers between Kobe and Tientsin is now giving great satisfaction to foreign travellers, and makes the trip in practically the same time as the train, and at half the cost. To catch one of these fast boats may necessitate one or two days' wait in Kobe.

An Alternative Route
An alternative route from Vladivostok to North China is by a Japanese line of small steamers running down the east coast of Korea and touching at Nishin and Gensan, with both of which there is rail connection with Seoul, through which run the regular trains between Tokyo and Peking. The Nishin-Gensan-Seoul line is newly opened, and the steamers have little accommodation and do not sail regularly. If connections were available without delay the journey to Peking could be shortened by two days and much expense saved. For men, travelling alone this route is well worth trying.

CHILD RECALLS FORMER LIFE

ASTOUNDING STORY FROM INDIA

PARENTS MYSTIFIED

Calcutta, Jan. 21.

An astounding story of a child remembering his past life on earth is reported by the Allahabad correspondent of the Calcutta Statesman. The correspondent obtained details of the extraordinary affair from Pandit Ram Gopal Misra, Deputy Collector of Gorakhpur, who verified the facts.

The child, a boy aged three, is the son of Ram Charan Mahajan, in Kaurari Village, in Mainpuri District, United Provinces. About three months ago, the boy suddenly began to show a great desire to leave his home, and several times he was found walking on the road at some distance from his parents' house.

Asked where he was going, he invariably replied that he was Gopi, a bania of a neighbouring village called Pharia, and was returning there. His parents were even more mystified, says the Pandit, when the child related that Gopi the bania was taking out some coloured powder from his shop for a customer when a snake bit him on his hand, as the result of which he died. The child is said to have added that he had left a wife, son and daughter at Pharia, as well as some treasure buried under his house.

DANISH CROWN PRINCE

The a.s. Fionia arrived in Singapore on February 9 with the Crown Prince of Denmark and party. A banquet was given by the Danish community of Malaya at the Europe Hotel.

Wedding Unites Two Royal Houses



Representatives of European royalty participated in all the pomp and splendour which marked the union of Princess Marie Jose of Belgium and Prince Humberto of Italy. (Upper row) King George was represented by H.R.H. the Duke of York, who was the guest of the British Ambassador to Italy. Prince Leopold of Belgium and Princess Marie-José of Italy, the bridegroom (Centre) The King and Queen of Belgium, Prince Humberto, Crown Prince of Italy, the bride (Right) The King of Italy, Cardinal-Maffei, Archbishop of Pisa, who officiated at the ceremony. (Lower) The Queen of Italy, the Royal Palace of the House of Savoy, showing some of the vast crowds which assembled recently welcoming home their Crown Prince from his visit to Brussels.

All the pomp and circumstance of the old world were present at the ceremonies which gave Italy a Crown Princess in the person of attractive Princess Marie Jose, daughter of the King and Queen of the Belgians. The ceremony took place in the beautiful Pauline Chapel, and Cardinal Maffei, Archbishop of Pisa, who is a friend of the bridegroom, officiated, assisted by several distinguished clerics. For her wedding to Prince Humberto, the Belgian Princess wore a magnificent wedding dress with a long court train of white velvet bordered with ermine. Her veil was of priceless Brussels net. Lace was an important feature of her trousseau, and she was presented with some priceless pieces by the people of Belgium, as well as by personal friends and relatives.

Accompanying the Princess were the King and Queen of the Belgians, the Brothers, Princes Leopold and Charles, and the Princess Astrid.

Lace was an important feature of her trousseau, and she was presented with some priceless pieces by the people of Belgium, as well as by personal friends and relatives. Accompanying the Princess were the King and Queen of the Belgians, the Brothers, Princes Leopold and Charles, and the Princess Astrid.

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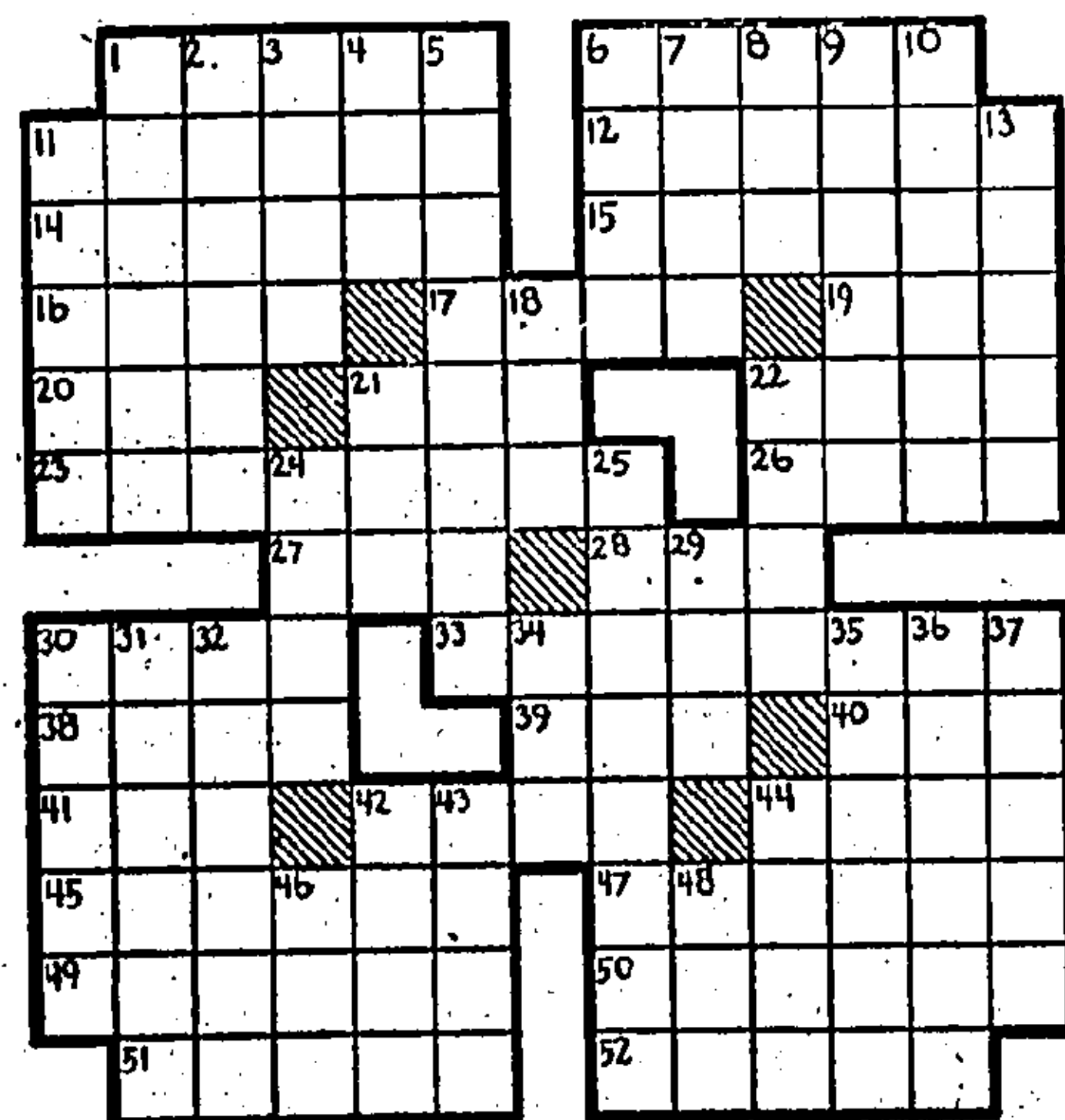
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but
our readers are warned to look out for occasional phonetic
spellings, such as harbor, plow, and altho.)



- | | | |
|-----------------------------|--------------------------------------|---------------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Cran | 15-Accented | 11-Song of praise |
| 6-Low quarters of a city | 17-Eliged | 13-Cians (Ireland) |
| 11-Famine name | 19-One who makes display of learning | 10-Consumed |
| 12-Wooden frames | 20-Nitrates | 21-Prof. By |
| 14-Brings into line | 21-Compact | 22-Inner part of the hand |
| 15-Broad thoroughfare | 32-Twelve between twelve and twenty | 24-Frog |
| 16-Split asunder | | 25-Industrious |
| 17-Narrative | | 26-Permit |
| 19-Point | | 30-Long narrow place of leather |
| 20-An individual | VERTICAL | 31-Bent forth |
| 21-Fit of peevishness | 1-Bait-like | 32-Within |
| 22-Applaud | 2-Stand for holding a kettle | 34-Tavern |
| 23-Learned | 3-Innate | 35-Cit |
| 24-Bayonet (pl.) | 4-Organ of locomotion of fishes | 36-Those who make requests |
| 27-Anger | 5-Overrated | 37-Casts off |
| 28-Sick | 6-Railly | 42-Indice |
| 29-Awkward situation | 7-Wash | 43-Poker term |
| 30-Sound | 8-Cupion | 44-Daten |
| 40-Tree | 9-Pertaining to the mind | 48-Spanish form of ailet |
| 41-European country (abbr.) | 10-Regulatory gate for water | 48-Endavor |
| 42-Sudden pain | | |
| 44-Walk | | |

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

CALL OF THE EAST FOR GEN. SUTTON

NOW COUNTRY IS ALL STIRRED:
MAY COME TO CHINA

ONE-ARMED GOLFER

London.—General Frank Sutton, famed for introducing trench-mortars to China just after the World War, is at present on the Riviera. After leaving China, General Sutton settled in British Columbia. The Daily Mail calls him the "Colonel Lawrence of China," and says that, like Colonel Lawrence, he is already a legend. In spite of the loss of his right arm, General Sutton plays golf extremely well. He proposes at the moment to make a motor trip to Czechoslovakia, thence a journey to British Columbia and he remarked:—"Now that China is all stirred up again, I think I might pay it another visit."

His thoughts of return are, however, tempered by the fact that he no longer has a personal bodyguard and a division of his own. "When I was there last," he said, "if a man tried to get me, I could make it hot for him. Now to try to get me would be like taking a shot at a running pheasant. All the same, I must say I would like another go."

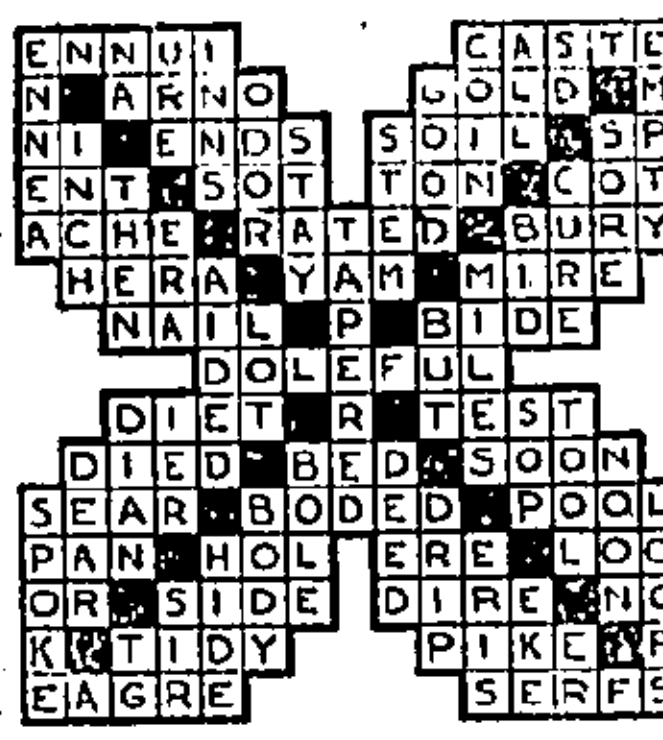
CRUSOE'S SORROW

No Fruit in His Island Paradise

Dr. Karl Ritter, the German who is living like Robinson Crusoe on the Charles Darwin Island of the Galapagos group 440 miles from the coast of Ecuador, has made the discovery that his chosen home is not exactly the sort of paradise which he and his companion, Frau Hilde Koerwin, want. In a letter to his sister in Germany he states that the island yields no fruit, which is a great drawback for people who are resolved to live as strict vegetarians.

The settlers were glad to find a stream of fresh water, and near it they have built a hut. In spite of their desire for a simple life, without clothes and without flesh-meat, the two have with them some of the most complicated articles that civilization has given us—a dynamo for generating electricity, a Roentgen-ray apparatus, and microscopes and scientific instruments.

YESTERDAY'S SOLUTION



1-Cran
6-Low quarters of a city
11-Famine name
12-Wooden frames
14-Brings into line
15-Broad thoroughfare
16-Split asunder
17-Narrative
19-Point
20-An individual
21-Fit of peevishness
22-Applaud
23-Learned
24-Bayonet (pl.)
27-Anger
28-Sick
29-Awkward situation
30-Sound
40-Tree
41-European country (abbr.)
42-Sudden pain
44-Walk

RADIO TO-DAY'S PROGRAMME

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

5-7 p.m.—European Programme of Victor Records.
7-8 p.m.—Experimental Programme.
8-10.30 p.m.—Chinese Programme.
10.30 p.m.—Close Down.

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At the Hong Kong Hotel

March 4, 1930.

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Messrs. Y. S. Chang, E. Cook, S. S. Cook, C. W. Chater.
Messrs. H. M. Dodwell, B. Daniels, A. E. Durno.
Messrs. D. Forbes, W. S. Forbes.
Mrs. Gibson, Messrs. G. Giraud, G. Gilbert, J. W. Gibb, J. N. Grant, G. A. Gosse, D. F. Gibruth.

Mr. and Mrs. A. C. Hunt, Miss M. Hodge, Miss E. L. Hawkridge, Mr. L. Hasham.
Mr. J. E. Joseph.
Messrs. J. J. Kine, A. Karmalley.
Miss H. Lillie, Mrs. H. C. Loo, Messrs. L. Lassner, L. M. S. Lloyd.

Messrs. J. W. Mordochovitch, S. E. Major, O. Morgenstein, H. H. Merckel, S. K. Murray, J. M. Major, A. M. Martin, C. A. Munro, R. Meyer, Mrs. M. F. Morse.
Mr. F. Noadt.
Miss R. Odiorne.
Messrs. D. C. Palfreeman, H. A. Patel.

Mr. L. P. Quincey.
Messrs. A. Rose, M. B. Rosenback, Geo. Rod.
Messrs. C. A. Stibel, G. C. Shepherd, D. E. Sassoon, W. Smith, A. S. Smith, Mrs. J. Stevenson, Miss I. Starfield.

Mr. A. H. Turner.
Mr. R. L. Wyllie, Mrs. F. S. Watts, Mrs. Webster.
Sir Samuel Hoare, Conservative member for Chelsea, and Air Minister in the late Government, is the new treasurer of the Conservative Party, a post which has not been filled since the death of Lord Younger.

GIRL'S SHOT IN A THEATRE

FAINTING WOMEN CRUSHED IN
STAMPEDE

DURING A LOVE SCENE

There was great excitement at the Casino de la Jette Promenade in Nice when, because of a lovers' quarrel, Mlle. Gergette Salinas, a French girl, tried to commit suicide in the third row of the stalls during a love scene in "Les Saltimbanques" ("The Mountebanks"). Mlle. Salinas, who told the police she was tired of life because her fiancé had quarrelled with her and had failed to keep an appointment, suddenly rose from her seat, drew a revolver and shot herself in the chest. The bullet entered below the heart and passed out at the back.

During the stampede which followed several women fainted and were crushed.

Mlle. Salinas is now in hospital in a dangerous condition.

A resolution that the number of women students admitted to Scottish universities should be limited, was defeated at a students' conference at Aberdeen.

Viscount Sumner, lately one of the Lords of Appeal in Ordinary, has been granted an annuity of \$3,750.

Persistent Rheumatism.

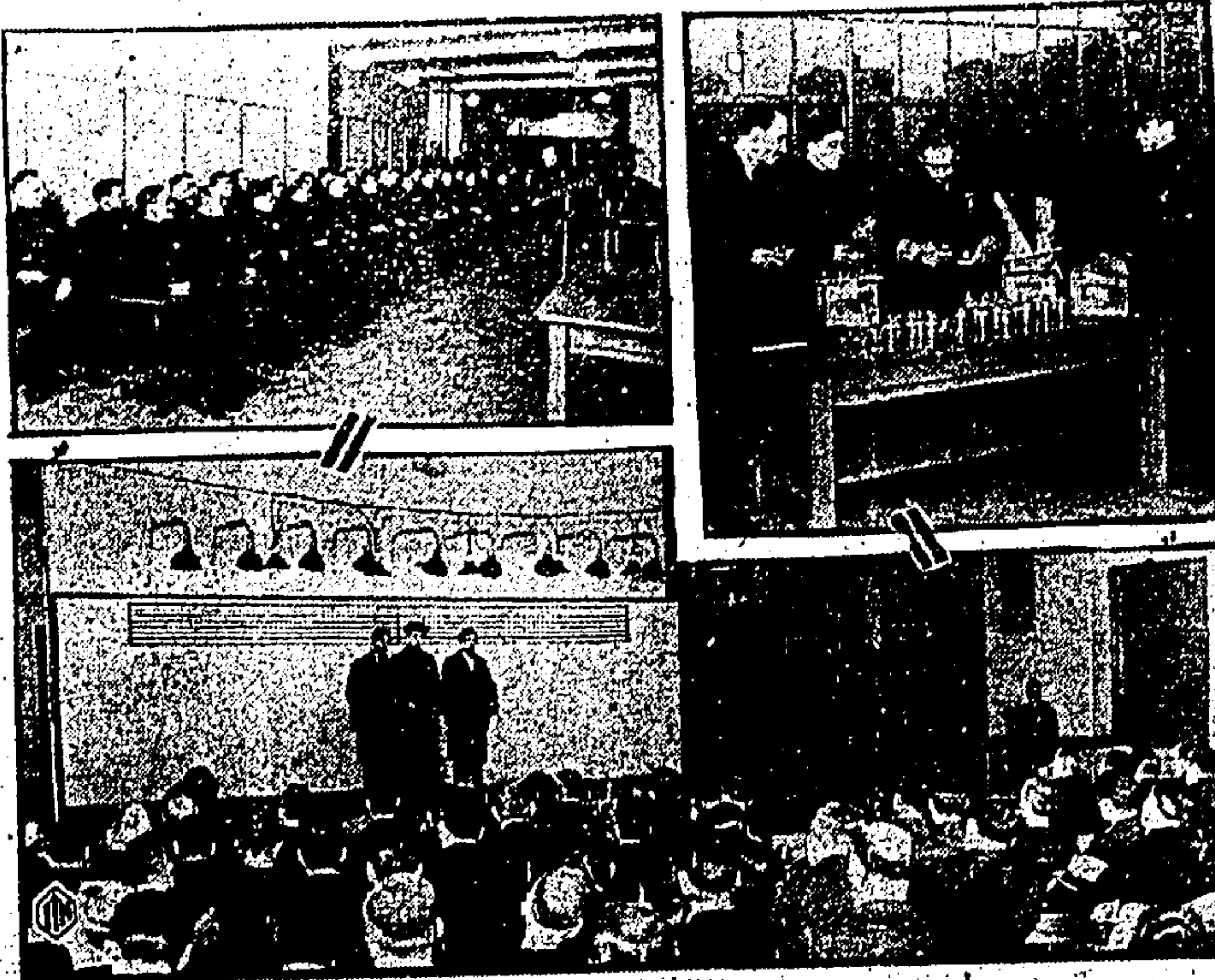
How Dr. Williams' Pink Pills Drive It Out of the System.

With every turn of cold or damp weather one hears the cry, "My enemy, rheumatism, has returned to torture me!" So it will, for people who continue their futile attempts with outworn applications to cure this deep-seated disorder of the blood. 'Tis in your system; you must drive it out, by replenishing and cleansing the blood. Not until then can you hope to cure rheumatism beyond all chance of returning again, as it does after mere surface treatment.

In innumerable instances Dr. Williams' Pink Pills have expelled rheumatism, often in its very worst forms, because they make pure and good the poisoned blood which is its cause. And not only do they do this, but at the same time they build up the nerves, strengthen the digestive and other organs of the body, reinvigorate the whole system.

Are you a victim to rheumatism, sciatica, lumbago, neuralgia? Is your blood watery or impure? Do you suffer from nervousness, weakness, impaired digestion? If so, let Dr. Williams' Pink Pills help you to get well. Chemists everywhere sell them \$1.50 per bottle, \$8 for six bottles. But be sure and refuse imitations or substitutes. Nothing but the genuine will do.

Police Training School



The New York City Police Force is going through a course in the police school whereby they can properly handle crime and its prevention in the world's greatest city. In addition to learning the methods of preventing crime, they also learn how to combat crime. (Left) New police school. (Right) Officers replenishing tear gas bombs to bring the

quota to standard, as some gas bombs sent from New York City police headquarters were used in suppression of the Auburn Prison riots. An innovation in police annals was permitted the photographer to witness and photograph the line-up. The aero-nautical branch is now in operation which makes us wonder who will get the first air-ticket.

The ancient problem of solving crime is now being worked out by scientific methods. Science is being used to frustrate the up-to-date criminal who makes every possible use of scientific means and devices to carry out his schemes. And so now the laboratory, airplanes, professors of psychology and psychiatry, all these are to be invoked to fight crime.

The new Police College has just opened its doors and the courses and lectures that are to be given to the police force of New York City read like the curriculum of a university course. Instructors from the faculties of the leading colleges are to lecture on psychology and psychiatry covering a five-months course. Staff executives and specialists in the prevention

of crime from all over the country will lecture in the general training school for officers, up to and including the grade of captain. All candidates for promotion will have to attend these classes in conjunction with their official duties. When John Law has graduated from the new school he will have a college professor's education painlessly acquired. For, although no short cuts to learning are to be offered, all classes and lectures are designed to teach the subject in hand with an absence of unnecessary details. An advisory council of distinguished pedagogues will serve without pay.

And now the heavens are to be patrolled. The aeronautical branch of New York's Police Department is now in operation, and the first two

of a fleet of aeroplanes to be used on air patrol duty are installed in the hangars of the New York Air Terminal. At present the pilot squad consists of twelve men, but both pilots and planes are to be considerably augmented before long. One of the planes is a Keystone Loening Commuter, the other a small Savoia Marchetti. Both are equipped with machine-guns, tear bombs and pistols. Who will get the first air-ticket?

Drama of the tensest kind is packed in the scene of the daily police line-up. Suspects are photographed and measured, and the detectives in the audience often recognize a notorious criminal. A sure silence is maintained while all business is quickly expedited.

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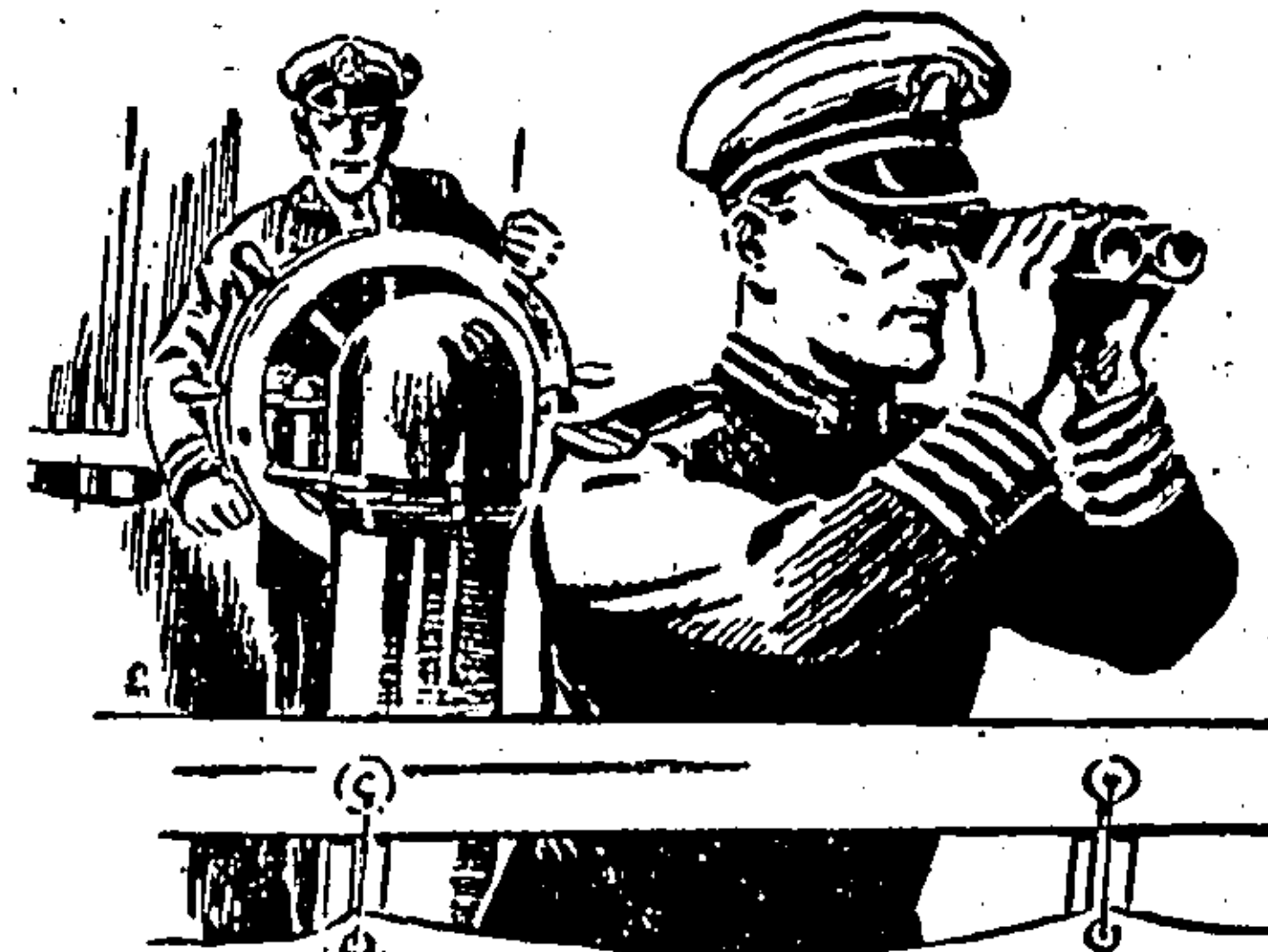
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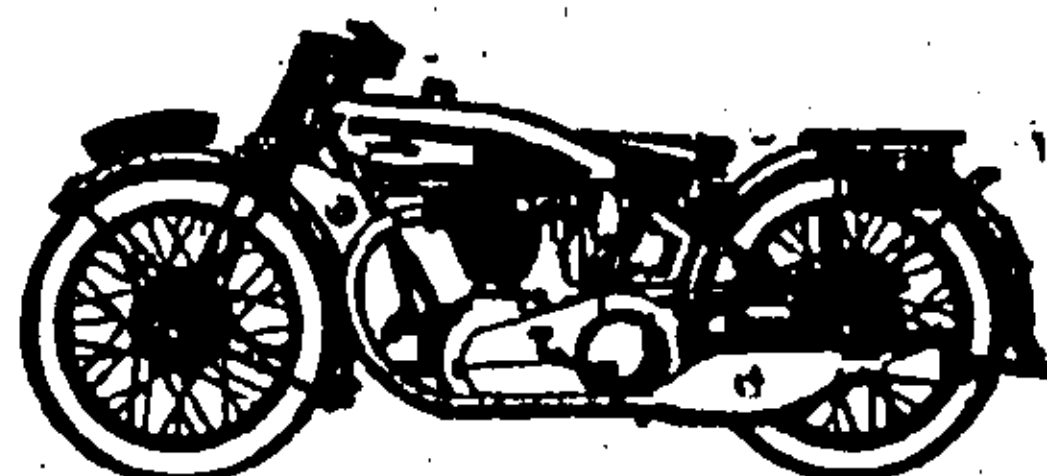
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THE MOTORISTS' PAGE

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"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON design, including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

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AGE OF SPEED

Met by New Willys Six Car

This is an age of speed. To-day more than ever before time is at a premium. We see things done more quickly to-day than ever before. Buildings are thrown up almost overnight. Business is transacted rapidly. Every one has a great deal to do and not enough time in which to do it.

This widespread desire for speed is nowhere better reflected than in the manner in which automobile manufacturers have been forced to build speed and power into their products to meet a pressing demand from the public. Heretofore, speed was available in motor cars of high price. To-day every automobile, regardless of price, must be able to demonstrate speed and power if it is to satisfy the public.

The Willys-Overland Company has taken heed of this nationwide demand for speed. Our new Willys Six has had built into it an exceptional power plant. Its engine has been designed by engineers who were vitally impressed with the fact that their efforts must produce an automobile which would give high speeds at low operating costs.

Once it sufficed for a manufacturer of a car in the price range of the new Willys Six to build an automobile with a top speed of 35 miles an hour. The new Willys Six will do 72 miles per hour. In tests it has gone hour after hour on all types of roads at 50 to 60 miles per hour. This is what aviation manufacturers term a cruising speed. It's a good term for the Willys Six, too. It cruises along at this fast pace without labouring, without noise, and with surprising ease and comfort.

Beauty of Line

Willys-Overland engineers in turning out the new Willys Six took into account the fact that the motor buying public wants beauty of line, smart finishings, adequate fittings and equipment with roomy interiors, but more than anything else, it wants a car with a power plant which will give it speed, real power, instantly available, and durability.

The automobile manufacturers are doing their part in supplying rapid transportation to the public. However, speedy cars will be useless if they are forced to travel great distances on badly congested highways with frequent intersections at which they must slow down or stop. The next step and the present greatest need, therefore, is the establishment of a comprehensive, nationwide system of adequate express highways.

These highways must have at least three lanes of traffic in each direction. They must be, in effect, super-highways. They must be more than a mere twenty or thirty or even fifty miles long. They must bridge states and span vast distances. If they are to be effective and meet modern demands. There is no reason why they cannot be built around large centres and big cities, rather than through them. It really behooves our citizens, our municipal, state and Federal officials and interested civic and trade bodies to get eagerly and actively behind a movement which will have as its primary aim the completion of such a network of super-highways.

NEW OIL FOR OLD!

"A few days ago," writes "Focus" in The Light Car and Cyclecar, "a man who takes a great interest in heavy-oil engines told me that it was quite possible to run some types on waste lubricating oil from car sumps. I have since made a number of inquiries amongst experts and I hear that there are actually many engines which are, at the moment, running on sump drainings and which are giving entirely satisfactory results."

"The development is distinctly interesting because the disposal of waste oil from car engines has always been a problem to garages, whilst I feel sure I am not alone amongst owner-drivers in having some difficulty in disposing of it. Maybe now that its possibilities as a useful fuel are demonstrable the time will come when garages will give us a discount of, say, 6d. off a gallon of new oil when they recharge our sumps if we allow them to retain the old lubricant!"

MOTOR CYCLING

Possibilities in China

The motor-cycle and cycle industry is so closely allied to the motor industry that in many cases its production is carried on by the same firms and in the same works. Its activities are nevertheless sufficiently distinct to make it necessary to deal with its position and prospects separately. Within the industry a further sub-division is necessary into (a) motor-cycle and (b) cycle, since the circumstances of these two branches are often widely different.

The production of motor-cycles in recent years is estimated as follows by the British Cycle and Motor-Cycle Manufacturers' and Traders' Union, Limited:—

1907	3,800
1919	65,000
1920	100,000
1921	80,000
1922	60,000
1923	60,000
1924	110,000
1925	120,000
1926	140,000
1927	162,000
1928	144,000
1929	146,000

The figure for the year 1929 must be accepted with considerable reserve, more especially in view of the record-breaking year enjoyed by this industry in the export field. It is probable that when the final results are known this estimate will be substantially exceeded. Last year it was stated that the British industry might be expected to go on from strength to strength in the export of completed machines and parts. The actual fact has exceeded the most sanguine expectations, no fewer than 42,000 motor-cycles having been exported in the first six months of 1929 as compared with 59,000 in the whole of 1928.

Excellence of Product

These very remarkable results have been obtained by the excellence of the product and of the organisation of the industry. Even in the United States the British motor-cycle is in demand, and its dominance has been demonstrated in almost every market. The most outstanding increase in British exports in 1929 was to Australia, New Zealand, India, Austria, Czechoslovakia and Denmark. So far as imports are concerned these are now almost negligible.

The production of pedal cycles continues to show a satisfactory increase. According to the estimate of the British Cycle and Motor-Cycle Manufacturers and Traders' Union, Limited, figures of production in recent years have been as follows:—

1925	647,000
1926	680,000
1927	680,000
1928	750,000
1929	820,000

Rapid as this increase has been, the volume of British production is only half that of Germany and Japan, and roughly three-quarters that of France. Nevertheless, the enterprise of British manufacturers has made the export figures for 1929 a record in this industry, both in numbers of machines and value of exports.

The most important single market contributing to this excellent result has been British India, though the potential demand is as yet barely scratched in a country of such enormous population, and possessing a reasonable road system. The possibilities of China in the future are even greater if a period of peaceful development should supervene, and the opportunity afforded by the demobilisation of her various armies were to be taken to carry out a big scheme of road construction, as has been seriously advocated. At present the estimated number of cycles in China is only 18,000 for a population of 500,000,000. On the other hand, it must be expected that the proximity of the important manufacturing industry of Japan would provide fierce competition.—Engineering.

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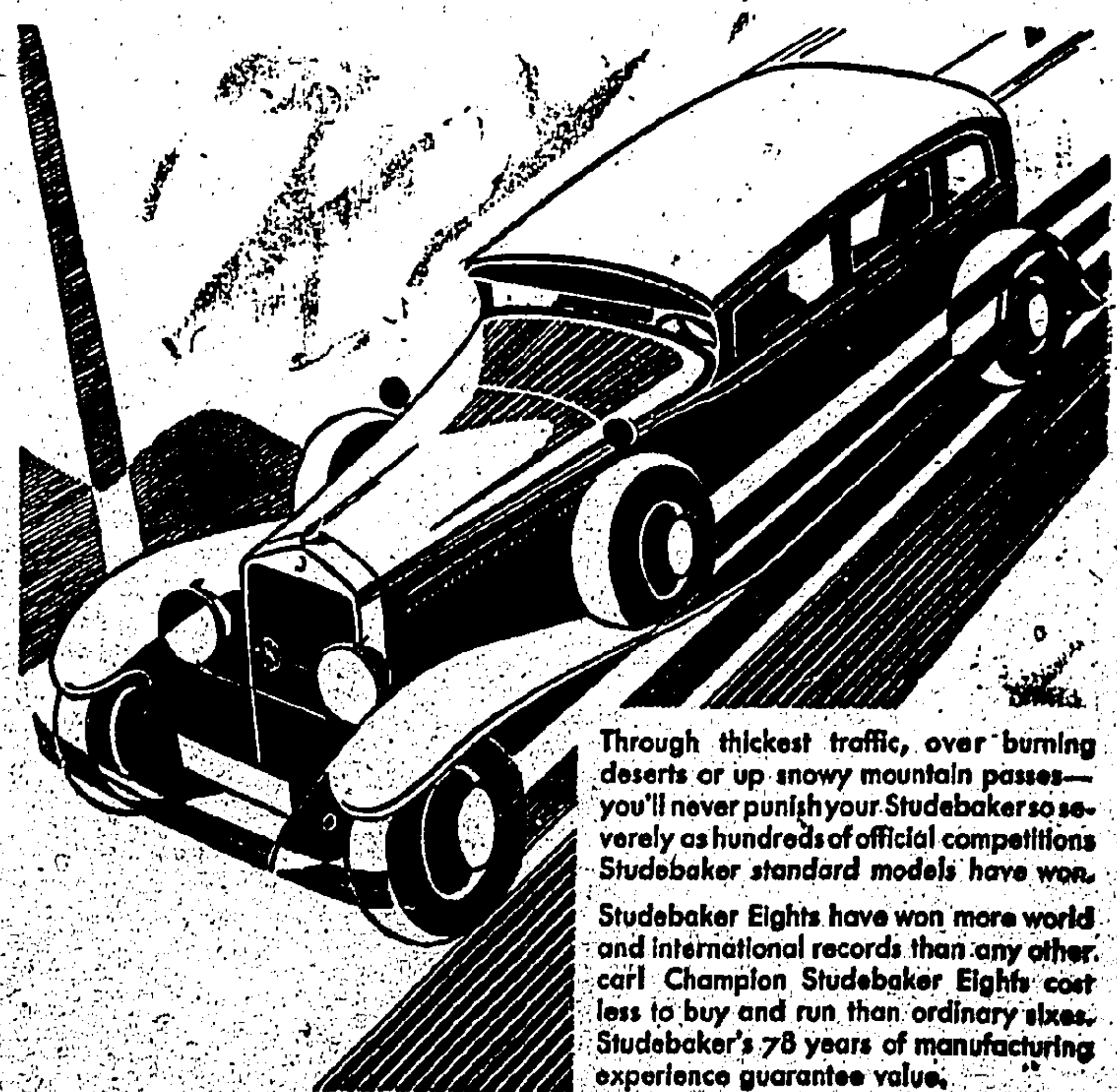
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BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4769.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4769.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4769.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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OAKLAND.—Lane, Crawford, Ltd.
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TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
VAUXHALL.—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

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FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4769.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4769.
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MOTOR CYCLES.

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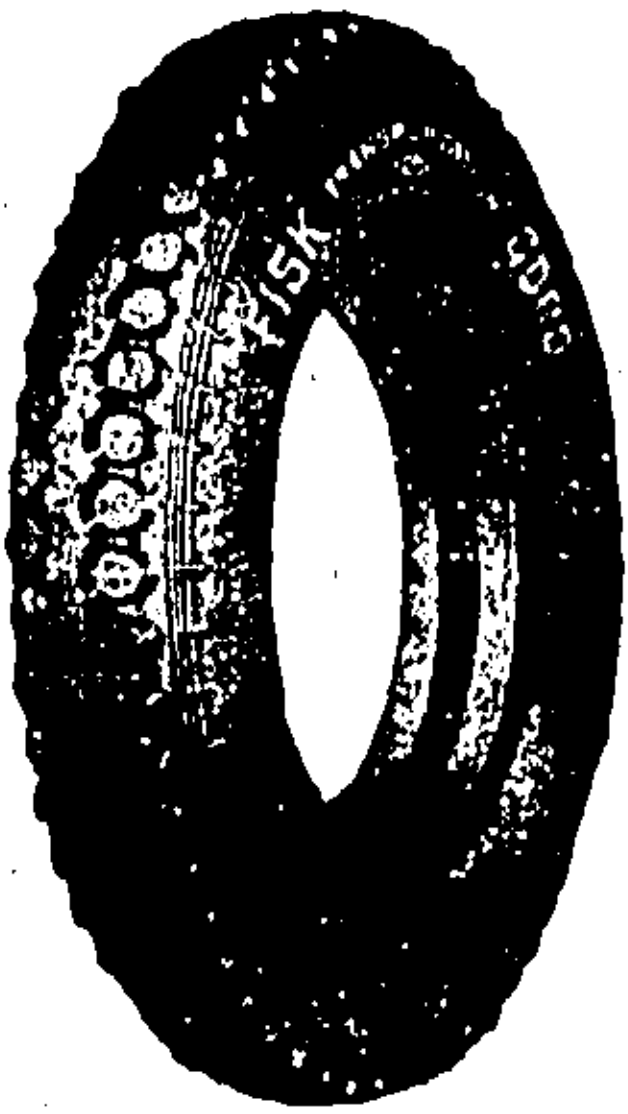
TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4769.
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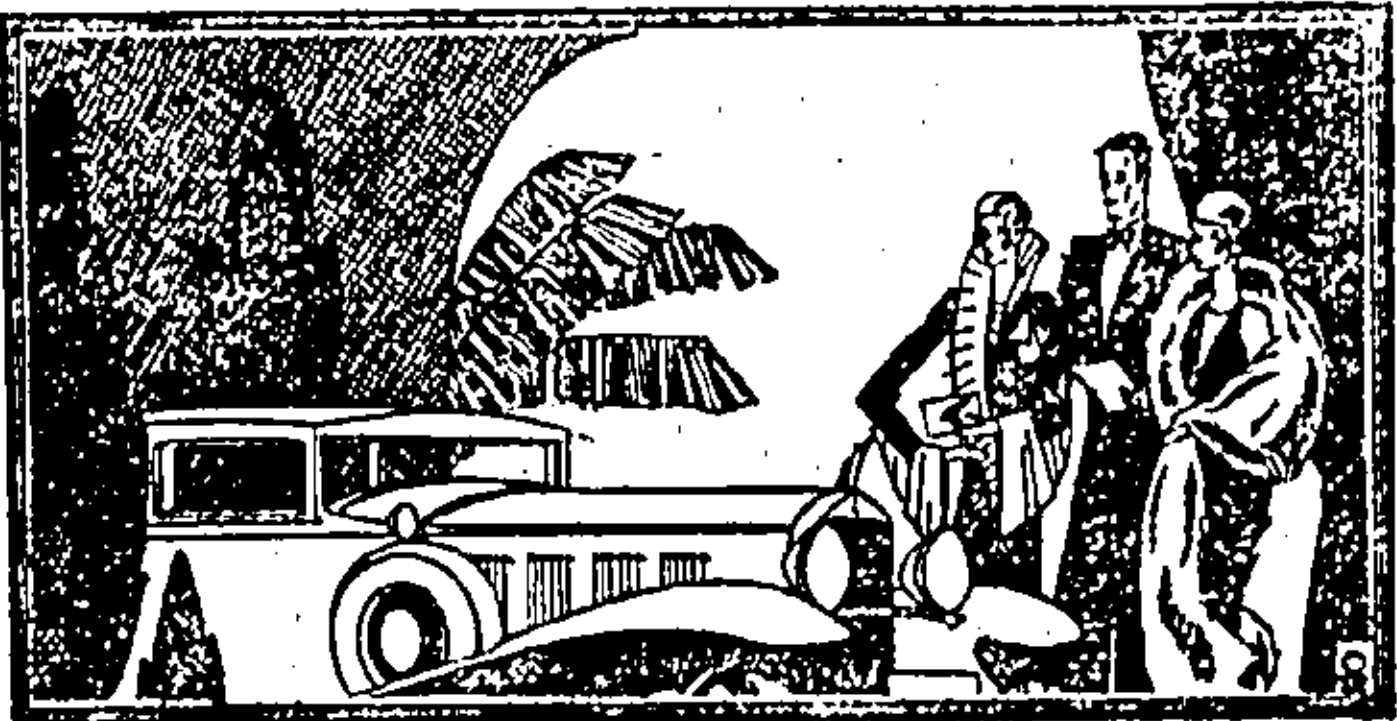
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NEW DESIGN The Latest Erskine Six Increased Power

A new Erskine Six of completely new design and of greatly increased power is announced by The Studebaker Pierce-Arrow Export Corporation. The new car is known as the Dynamic New Erskine "because of its dynamic appearance, power and performance, symbolising the forceful trend in present day living." According to Studebaker, the new Erskine has more power per pound of weight than any other car of its price. The new Erskine engine is of Studebaker design and manufacture.

The Dynamic New Erskine is offered in seven body types. All reflect the general characteristics of the Studebaker Dictator introduced mid-year of 1929, and are marked by smart new colours authoritative of the latest vogue.

Bodies Roomy
Mounted on a wheelbase of 114 inches, the new bodies are exceptionally roomy and are finished inside and out with a fine regard to detail. Extremely low and graceful lines have been achieved through the adoption of double drop frame construction, which also tends to give the cars an even lower centre of gravity for increased safety and roadability. Clear vision bodies of welded steel over a selected hardwood foundation are of Studebaker's own design and manufacture.

The complete model range includes: 5-passenger 4-door regal sedan with wire wheels, 5-passenger sedan with wood wheels, 5-

passenger club sedan, 5-passenger regal landau, 2-passenger business coupe, 4-passenger coupe with dickey seat, and a 5-passenger tourer. Save for the business coupe and tourer which are finished in leather, upholstery is in cloth. Extra wheels in front mudguard wells and a folding luggage grid are standard equipment on the regal sedan and landau. These deluxe models have six wire wheels with extra large chrome plated hub caps.

Distinctive Treatment
Sweeping body lines are emphasised by the skilful use of lateral belt mouldings—a new and distinctive treatment of design originated by Studebaker artists—and by gracefully curved windscreen pillars topped by a smart polo cap visor. Wide crown mudguards hang low over the wheels, flanking chrome plated head lamps, and a deep, narrow radiator. Headlamps, of the Tilt Ray type for added convenience and safety, are controlled by switch on the steering wheel. All exterior bright work parts are finished in tarnish-proof chromium.

Every detail of interior finish reflects the fine car quality made possible by Studebaker's huge manufacturing facilities. Seats are wide, deeply padded over coil springs, and scientifically shaped to provide utmost riding comfort. Comfortable arm rests flank rear seats of sedans, club sedan and landau. Ample leg room in rear seats is provided. Silken shades at back and rear quarter windows, as well as dome lamp, heavy tonneau carpet and polished robe and foot rails are provided in the sedans. British type storm

curtains on the tourer may be left in upright position with hood lowered thus serving as a wind break. A curtain compartment is located directly back of the rear seat back in the tourer.

Front seat steering column are adjustable to the driver's convenience and foot pedals are fitted with heavy rubber pads. Steering wheel is of the Husted steel-cored, safety type with comfortable thin grip. Windscreens are full ventilating and are adjustable over a range of 9 inches. Additional ventilation is provided by a cowl ventilator on all models. The windscreen wiper is automatic with concealed mechanism.

The Fittings

Fittings include rear vision mirror; electric locks to ignition—operated by the same key operating doors in closed models, tyre lock on Regal models and rear deck lock on coupes—rear traffic signal lamp combining stop and tail lamp in one compact unit; commodious cowl pockets protected by quick-snap flaps; and the usual instruments including 80-mile-an-hour speedometer, hydrostatic petrol gauge, oil pressure gauge, ammeter and engine thermometer, grouped under glass and indirectly illuminated.

The new Erskines are notable for their brilliant performance, fine roadability and thrifty operating cost. Tests at Studebaker's Proving Ground and on the highways have shown the new car to be a worthy product of the engineering skill which developed such outstanding champions as the great Studebaker President, The Commander and The Dictator.

The new Erskine's power plant is of Studebaker design and manufacture throughout. It is a six cylinder L-head type motor, cast en bloc, with fully machined dome shaped combustion chambers, developing 70 brake horsepower at 3,200 r.p.m. Engine head is removable. Bore and stroke are 3 1/4 by 4 1/4 inches, with a piston displacement of 205 cubic inches. H.A.C. rating is 25.4 horsepower.

Pistons are cast iron with three compression rings above the piston pin and one oil control ring. Connecting rods are 10 1/4 inches long, dropped forged from selected steel. Shimless bearings are babbitted direct to steel. Both pistons and connecting rods are matched in sets for perfect balance.

Motor Smoothness

Heavy drop-forged counter-weighted crankshaft is supported in four main bearings, and statically and dynamically balanced. Crankshaft is drilled for passage of oil to bearings. The front end is fitted with a Lancaster vibration damper which, with the rigid crankshaft design and perfect balance of reciprocal parts, produces exceptional motor smoothness through the entire speed range. The engine is also mounted on rubber which provides a cushion to minimize the transfer of vibration from motor to body and frame.

Camshaft, mounted in four large steel-backed, babbitted-lined bearings, is driven by adjustable silent chain drive. Valves, chrome nickel steel for intake and silchrome steel for exhaust, are operated by mushroom type pushrods and cooled by ample water passage.

One of the outstanding improvements on the Dynamic New Erskine is the new Burgess acoustic silencer which absorbs sound waves without offering any obstacle to passage of exhaust gases. Back pressure on engine is thereby eliminated with no horsepower lost as with the conventional silencer.

Lubrication is by full pressure feed to main, connecting rod and camshaft bearings from gear type pump with screen filter. All points in the motor are lubricated simultaneously. As in other Studebaker engines oil need only be changed at 2,500-mile intervals after 1,000 miles of operation. Oil is kept clean and efficient by an oil filter and pump ventilating system.

No Overheating

Schebler single tube 1 1/2 inch carburettor is equipped with the same spring loaded semi-automatic type of choke developed on other cars of the Studebaker line. It eliminates overheating in cold weather operation. Manifold heating is controlled for seasonal variation in temperature.

Delco-Remy ignition system is used. Distributor is mounted on the right side of the motor and driven by an auxiliary shaft. Distributor head and spark plug wires are waterproofed with rubber caps. Current is supplied by a generator and 90 ampere hour Willard battery. Starter is the Delco-Remy type with Bendix drive. Pull button to start engine is located on fella.

A fuel pump supplies petrol to carburettor through filter from 11 imperial gallon tank in rear. Hydrostatic fuel gauge is mounted on the fella. Cooling system has centrifugal water pump mounted on right side of cylinder block and driven by an auxiliary shaft. The tubular radiator is cooled by a four blade fan mounted on an adjustable bracket.

Thermostatic control unit in cylinder head retards water flow until motor has reached warm operating temperature. Capacity

2-3/5 Imperial gallons. Pump keeps water in constant motion circulating 31 Imperial gallons per minute at 40 miles per hour.

Ample Factor of Safety

The improved single plate dry disc clutch is equipped with torsional damper which suppresses vibration and aids in smooth clutch engagement. Gearbox, in the same unit with clutch and motor, has three forward speeds and one reverse. It is designed with an ample factor of safety and is quiet, durable and easy to operate. Main shaft is mounted on ball bearings. Counter shaft gears are forged integrally. Shafts and gears are special alloy steel.

Rear axle is semi-floating with Chrome Molybdenum steel shafts and spiral bevel gear final drive. Timken roller bearings are used at 6 points. Minimum road clearance is 8 3/4 inches. Housing is made from one piece of seamless steel tubing, exceptionally rigid to ensure quietness. Hotchkiss drive is used with balanced tubular propeller shaft.

Front and rear springs are semi-elliptic and are equipped with self adjusting spring shackles. Front springs are 36 inches long and 1 3/4 inches wide; rear springs, 54 inches long and 1 3/4 inches wide. Spring action is controlled by Lovejoy hydraulic shock absorbers, front and rear.

Easy brake action, providing double the margin of safety required by standard codes, has been obtained with mechanical four wheel brakes of internal expanding type. Cable control eliminates rattling of ed with mechanical four wheel brakes of internal expanding type. Cable control eliminates rattling of rods. Brake drums are 12 inches in diameter, 1 1/2 inches wide. Total surface of brake drums is 226 square inches.

Steering is by Ross cam and lever gear, with 15 to 1 ratio, Timken roller bearings in king pins add to ease of steering.

Frame is of double drop design of heavy channel section pressed steel. Side members are 5 1/2 inches deep, with flanges 2 inches wide. Four point motor suspension and strongly braced cross members give exceptional rigidity. Mountings for bumpers are incorporated in frame design. Timken roller bearings are used at all vital points in the chassis.

Wheels are fitted with 5.25 x 19 inches balloon tyres with an actual outside diameter of 30 1/2 inches. Ten spoke heavy artillery wood wheels are standard on all models except closed Regal models and Landau, which are equipped with six wire wheels. Wire wheels are available on other models at extra cost.

"KEEP TO THE LEFT!" How Offenders Would Benefit

"It would be no exaggeration to state," says the Light Car and Cyclecar, "that not half the number of present-day road users make sufficient effort to keep to the proper side of the road. In towns and along main roads in all parts of the country cars, horse-drawn vehicles and cycles are to be seen occupying a great deal more than their fair share of the road, thus interfering with the progress of others and making inevitably congested conditions much more troublesome and irritating than they need be. If the offenders would heed the acknowledged rule of the road and 'Keep to the Left,' they themselves would benefit in company with all other traffic."

"For the tendency for so many drivers to follow a course too far from the korb our modern wide arterial roads are no doubt largely to blame. They have had the same effect in the United States and the authorities have counteracted it in some districts by the use of continuous white lines even along straight sections. A similar plan will have to be adopted in Britain if drivers cannot school themselves to keep to the left. That it would be helpful is evidenced by the frequent occasions on arterial roads when drivers are seen to have but a very poor idea of the width of their cars; novices are not always the worst offenders in this respect."

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REPAIRS.
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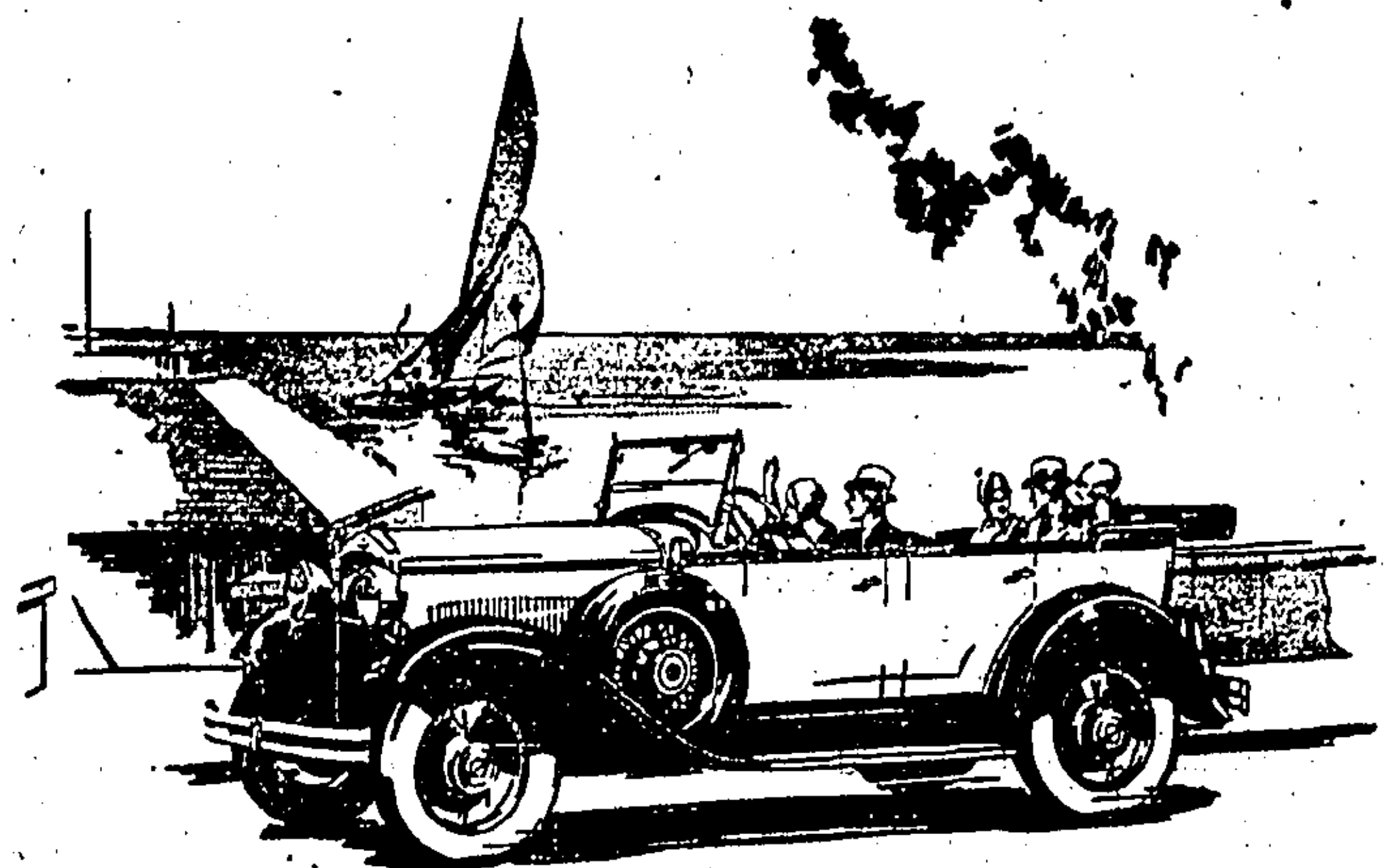
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DODGE BROTHERS SIX

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HONG KONG, THURSDAY, MARCH 6, 1930.

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"KREMUN" 20th Mar. Genoa, Havre, Liverpool & Glasgow
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"NELEUS" 7th Apr. For New York, Boston & Baltimore

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INWARD SERVICE.

"CALCHAS" Due 14th Mar. For S'hai, M'ji, Kobe & Y'hama.
"AJAX" Due 21st Mar. For S'hai, M'ji, Kobe & Y'hama.

PASSENGER SERVICE TO SHANGHAI.

"SARPEDON" sails 7th Mar. at 5 p.m.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to—

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POST OFFICE NOTICE.

It is notified for information that with effect from February 26 the local currency for radio telegrams to the countries named below will be increased as shown—

Indo-China	\$0.65
Siam	\$0.90
Netherlands East Indies	\$1.10

List of vessels to be expected in wireless communication with Hong Kong Radio to-day:—Suez Maru, Philoctetes, Silver Palm, Antung, Liangchow, Chihua, Takada, Kine Maru, Glenluce, Yingchow, Kutsang, Ganges Maru, Helikon, Empress of Asia, Fingal, Apcey, Franken, Rangoon Maru, Fulda, Esquillo, Kwangtung, and Kaying.

INWARD MAILS

From	Per
FRIDAY, MARCH 7.	
Japan, Shanghai and Europe via Siberia (London, February 15)	Haruna Maru
Japan and Shanghai	Kashmir
SUNDAY, MARCH 9.	
Manila	President Pierce
Canada (Victoria, B.C., Feb. 15), U.S.A., Honolulu, Japan and Shanghai	Empress of Canada (Ship due on March 9, 5 p.m.)
MONDAY, MARCH 10.	
Australia and Manila	St. Albans
Europe via Negapatam (Letters & Papers, London, February 6)	Afrika
U.S.A. (San Francisco, Feb. 14), Honolulu, Japan and Shanghai	President Jackson
TUESDAY, MARCH 11.	
Australia and Manila	Tai Ping

OUTWARD MAILS

For	THURSDAY, MARCH 6.	Per
Sam Shui and Wuchow	4 p.m.	Fook On
Haiphong	4.30 p.m.	G. G. Malin
Saigon	5 p.m.	Ichang
FRIDAY, MARCH 7.		
Hohow, Pakhoi and Haiphong	8.30 a.m.	Menado Maru
Wei Hai Wei via Swatow	9.30 a.m.	Kuelchow
Swatow, Amoy and Foochow	1 p.m.	Hai Ching
Shanghai, Dainy and *Europe via Siberia	3.30 p.m.	Sarpedon
Saigon	3.30 p.m.	Telemachus
Tourane	4.30 p.m.	Chung Kong
*Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, *Egypt and *Europe via Marseilles		Haruna Maru (Due Marseilles, April 8.)

K.P.O.	G.P.O.
Registration .. Mar. 7, 4.30 p.m.	Registration .. Mar. 8, 8.45 a.m.
Letters .. Mar. 8, 9 a.m.	Letters .. Mar. 8, 9.30 a.m.
SATURDAY, MARCH 8.	
Australia (except places North of Brisbane), and New Zealand via Singapore and Brisbane	Kashmir, connections with a.s. Nieuw Holland at Singapore (Due Brisbane, April 1.)
	Registration .. Mar. 8, 9.45 a.m.
	Letters .. Mar. 9, 10.30 a.m.

*Specially chartered only.

JAPAN PROTESTS AT COTTON TARIFF

SERIOUS BLOW TO JAPANESE COTTON TRADE

MAY IMPAIR RELATIONS

Tokyo, Yesterday. Although the Government does not appear to contemplate a formal protest, it is reliably learned that Mr. Matsuda has been instructed to make representations to London concerning the proposed raising of the cotton tariff in India, pointing out, inter alia, that India took 48 per cent. of Japan's cotton textile exports last year, while Japan for the past 20 years took one third of India's raw cotton exports. It is feared, therefore, that the tariff, if imposed, will strike a serious blow to Japan's cotton trade, and, at the same time, serve to impair the friendly relations between Britain and Japan.—Reuter.

BRITAIN'S AIR BASE

Aerodrome to Be Built Nearer London?

Rugby, Yesterday. Mr. F. Montague, Under-Secretary for Air, was asked in the House of Commons whether he had considered any scheme for Central aerodrome for London nearer the heart of the city than Croydon. He replied that the matter had been considered by the Civil Aviation Board. On their recommendation, Croydon Aerodrome was retained as the London terminal aerodrome and enlarged and improved. His Department was giving careful consideration to this difficult problem.—British Wireless Service.

PUBLIC TO BE KEPT IN THE DARK

REPORT ON 'RED' PERSECUTION NOT TO BE PUBLISHED

UNDESIRABLE PRECEDENT

London, Yesterday. In the House of Commons at question time, Mr. Arthur Henderson replied that he had decided not to publish the report of the British Ambassador in connection with the religious persecution in Russia, as publication would create an undesirable precedent and would not be in the interests of the public service. He would, however, publish a translation of the Soviet decree regulating the practice of religion in Russia.—Reuter.

Baptists in Russia

Rugby, Yesterday. Mr. Henderson emphasised that he was making all the inquiries in his power. Replying to a further question, he said that he had received from the Secretary of the Baptist World Alliance particulars regarding eleven Russian Baptists reported to be exiled or imprisoned in the Soviet Union. He was at present making inquiries into this matter.—British Wireless Service.

A HARBOUR OFFENCE

Charged with making fast their cargo boats to the a.s. Franken, whilst she was under way in Victoria Harbour, without the permission of the master, or of the officer in charge, eleven Chinese women appeared before Comdr. G. F. Hole at the Marine Court this morning. They all pleaded "guilty," and were fined \$15, or two weeks hard labour.

GENERAL SHOT BY SENTRY

ESTHONIAN TOWN UPSET BY FALSE ALARM

CHALLENGE DISREGARDED

Riga, Yesterday. General Tirvand, chief of the Esthonian General Staff, was severely wounded and his aide-de-camp, Major Ibrut, killed by an over-zealous sentry, Reval, whose challenge they disregarded. The whole town was roused in the early hours by sirens, church bells and, apparently, rifle fire in the centre of the town. The panic was increased by the fact that nobody was able to discover the cause, as all telephones were out of action. Within ten minutes of the alarm every street corner was occupied by members of the Defence Force. It transpired that the alarms were merely intended to test their efficiency. The sentry who fired on General Tirvand and Major Ibrut, apparently had not been warned, and took the alarm seriously.—Reuter.

RUBBER TAPPING

Many Producers in Agreement

Amsterdam, Yesterday. No further meetings of international rubber interests are expected. Some Dutch producers have asked for a postponement to date from March 5, whereby the approval or disapproval of the proposal to suspend tapping in May may be notified by those who were absent or unable to vote at the meeting on Feb. 19. The British Committee agreed to a postponement to March 29. It was decided that a joint British and Dutch communiqué should be published then. It is learned that a very large majority of producers has agreed to the decisions made on Feb. 19.—Reuter.

HYDROGRAPHICAL SURVEY

Until further notice a hydrographical survey will be carried on in the harbour.

The survey will be conducted in a series of squares, whose sides will run North and South, East and West. The sides of the squares will be 1,000 feet, except for those squares immediately to the south of Kowloon Point, which will be 500 feet.

The corners of the squares in which work is being carried out, will be marked by temporary flying red flags. Ships approaching should proceed with caution and should endeavour to avoid those squares as much as possible.

Manchester Town Council is to allow sun bathing in one of the city's parks.



JUST A DISMAL SURPRISE!
Isn't it a horrible thing
— just as you're
about to win the pot
with a flush, in pips
the wife, prematurely
from that visit —
that's what a sudden
cold is like — just a
dismal surprise.



STOP YOUR COLD NOW WITH
GUALACOSE

Billie DOVE

The HEART of a FOLLIES GIRL

TO-DAY TO SATURDAY
at 2.30, 5.30, 7.20 and 9.20 p.m.

Follies of Youth and the heart of a beautiful star bared in this intimate and realistic drama of Broadway.

AT THE MAJESTIC Nathan Road, Kowloon.

Showing for the FIRST TIME in Hong Kong.

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MARY PICKFORD DOUGLAS FAIRBANKS



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AN ADAPTATION OF SHAKESPEARE'S

The King and Queen of movie-dom in their first co-starring picture.

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ALL-TALKING COMEDY SMASH!

You'll laugh as never before!



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GUS EDWARDS COLOURTONE REVUE "SONGS OF THE ROSES"

AT THE QUEEN'S FROM TO-DAY At 2.30, 5.10, 7.15 & 9.20.



JOHN GILBERT and GRETA GARBO IN

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